

COUNCIL
AGENDA

Nov 28, 1977

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

MONDAY, NOVEMBER 28, 1977, 7:30 P.M.

CITY COUNCIL CHAMBERS

1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO

Prepared by: Clerk's Department
Date: November 24, 1977
Time: 12:00 noon

NOTE: If the items are changed in any way,
you will be advised prior to the
commencement of the Meeting by the
Mayor.

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT
THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF
GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO
ANY ITEM ON THE AGENDA.

Reviewed by
City Manager

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1. THE LORD'S PRAYER

2. MINUTES OF COUNCIL MEETINGS: November 14, 1977

3. DEPUTATIONS

(a) FILE 10-77 - PARKS DEPARTMENT

Messrs. Ed Boner, Chairman, and Roy Hensall, Treasurer, of the Cawthra Park Community Swimming Pool Association will appear before Council to present a cheque to Council as a result of fund raising by that group.

(b) FILE OZ/44/75 - LEAL INVESTMENTS LIMITED

Mr. David Lipson of Lipson and Dashkin, Architects, on behalf of Leal Investments Limited, will appear before Council with respect to an application under File OZ/44/75 - Leal Investments Limited - to amend the zoning by-law from R3 to RM5 to permit the development of townhouses on property located on the east side of Constitution Boulevard north of Dundas Street. This matter was considered by General Committee on November 16, 1977, Recommendation 1469, at which time this application was refused. (See Attachment I-1.)

(c) FILE OZ/44/75 - LEAL INVESTMENTS LIMITED

Mr. Frank Coutts, on behalf of Applewood Heights Homeowners' Association, will appear before Council with respect to an application under File OZ/44/75 - Leal Investments Limited - to amend the zoning by-law from R3 to RM5 to permit the development of townhouses on property located on the east side of Constitution Boulevard north of Dundas Street. This matter was considered by General Committee on November 16, 1977, Recommendation 1469, at which time this application was refused.

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3. DEPUTATIONS CONTINUED

(d) FILE 149-77 - MISCELLANEOUS SITE PLANS
FILE 34-77 - POLICY
FILE BY-LAW 67-77

Mr. Jack Baskerville of McDonald's Restaurants of Canada Limited will appear before Council with respect to the permit application for 1744 Lakeshore Road West. Mr. Baskerville appeared before Council on July 11, 1977, at which time he requested approval, in principle of the new site plan at 1744 Lakeshore Road. On verbal motion by Councillor Spence, Mr. Baskerville was to meet with the Engineering, Works and Building and Planning Departments to review the new site plan and that these departments report back to Council as to what steps can be taken.

(e) FILE 149-77 - MISCELLANEOUS SITE PLANS
FILE 34-77 - POLICY
FILE BY-LAW 67-77

Mr. R. Lazzara, representing the Clarkson Road South Ratepayers Association, will appear before Council with respect to the proposed McDonald's Restaurant at 1744 Lakeshore Road.

(f) FILE T-76054 - DALE DEVELOPMENTS LIMITED

Mr. Richard J. Weiler, solicitor on behalf of Upperdale Developments Limited and Torhampton Developments Limited, will appear before Council with respect to the following recommendation approved by Council on September 26, 1977:

"That the conditions of draft approval dated September 6, 1977, and the Consolidated Report dated August 8, 1977, for proposed plan of subdivision T-76054, Upperdale Developments Limited and Torhampton Developments, be approved subject to arrangements having been made to the satisfaction of City Council with respect to the timing of, and funding for, the construction of Burnhamthorpe Road across the Credit River."

(See Attachment I-2)

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4. PUBLIC QUESTION PERIOD

5. CORRESPONDENCE

(a) Information Items - I-1 to I-20

6. NOTICES OF MOTION

7. REPORTS FROM MUNICIPAL OFFICERS - Attachments R-1 to R-4

R-1 - FILE 21-77 - TENDERS (PHOTOTYPESETTER)

Report dated November 18, 1977, from Mr. W. H. Munden, City Treasurer, recommending the award of tender TPA-1-1977 for the purchase of one phototypesetter. To be received. Resolution available.

R-2 - FILE 21-77 - TENDERS (TRANSIT VEHICLES)

Report dated November 18, 1977, from Mr. E. J. Dowling, General Manager, Mississauga Transit, recommending the award of tender T-MT-6-1977 for the supply and delivery of twenty-four urban transit vehicles. To be received. Resolution available.

R-3 - FILE 21-77 - TENDERS (INVENTORY ITEMS)

Report dated November 15, 1977, from Mr. W. H. Munden, City Treasurer, recommending the award of tender TPS-15-1977 to various suppliers for central stores inventory items. To be received. Resolution available.

R-4 - FILE 7-77 - CLERKS GENERAL

Report dated November 10, 1977, from Mr. B. Clark, City Solicitor, in response to a request by the Malton Community Council to use the word "Council" in their name title. To be received.

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8. COUNCIL TO MOVE INTO COMMITTEE OF THE WHOLE TO CONSIDER
REPORTS FROM COMMITTEES

Verbal motion

9. COMMITTEE REPORTS

- (a) GENERAL COMMITTEE REPORT DATED NOVEMBER 16, 1977
- (b) GENERAL COMMITTEE REPORT DATED NOVEMBER 23, 1977
- (c) IT IS EXPECTED THAT THERE WILL BE A TAXICAB AUTHORITY REPORT DATED NOVEMBER 28, 1977

10. COMMITTEE TO RISE

Verbal motion

11. UNFINISHED BUSINESS

UB-1 - FILE 25-77 - ZONING GENERAL

General Committee at its meeting held September 7, 1977, requested that the City Solicitor prepare a by-law to permit the establishment of restaurants in the International Centre located on Airport Road on lands zoned M1.

This item appeared on the agenda of the Council meeting of October 24, and November 14, 1977, at which time it was deferred to this Council meeting.

It is expected that a by-law will be available from the City Solicitor.

UB-2 - FILE 7-77 - CLERKS GENERAL

Council at its meeting of November 14, 1977, recommended that the following recommendation (Item 1378) made by General Committee on November 2, 1977, be considered at this Council meeting:

"That the Region of Peel Police Department be requested to enforce Section 43(3) of The Child Welfare Act."

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11. UNFINISHED BUSINESS CONTINUED

UB-3 - FILE 7-77 - CLERKS GENERAL

Mr. J. Crozier, Commissioner of Social Services, Region of Peel, appeared before Council on November 14, 1977, with respect to Item 1378 of the General Committee Report dated November 2, 1977, with regard to the request that the Region of Peel Police Department enforce Section 43(3)(4) of The Child Welfare Act (curfew enforcement). Mr. Crozier presented Council with a brief in which he discussed the breakdown of the family unit today and the possible reasons for this breakdown. It was Mr. Crozier's opinion that the passing of this recommendation would not be sufficient in solving the problem but would only develop a certain amount of fear and resentment in the minds of our youths towards the Police Department. Mr. Crozier presented the following recommendations to Council:

- "(a) That the recommendation be tabled for an indefinite period of time while recognizing that the law is already on the books and can be drawn quietly to the attention of the Chief of Police by His Worship who sits on the Police Commission and;
- (b) That the City of Mississauga establish a Task Force on Children and Youth in Mississauga to review these and other concerns raised by the Community as a whole and a full set of recommendations be brought forth by the Task Force to this Council for review and;
- (c) That in support of this Task Force, I offer you the continued full co-operation of my Department to identify the issues and concerns and action steps necessary to correct the problem.

Councillor McCallion moved that this matter be deferred to this Council meeting.

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11. UNFINISHED BUSINESS CONTINUED

UB-4 - FILE 184-77 - MISSISSAUGA CITY CORE

General Committee, at its meeting held November 16, 1977, made the following recommendation (Item 1471):

"That the concerns expressed by Mr. D. Hoerz with reference to retail and commercial uses in the City Core, be referred to the Planning Commissioner for a report to be considered by Council on November 28, 1977."

It is expected that a report will be available from Mr. Edmunds in this regard.

UB-5 - FILE OZ/78/73 - OBAR AND WHITMAN

Council, at its meeting held November 14, 1977, considered a by-law to amend By-law 5500, as amended. This by-law related to application OZ/78/73, Obar & Whiteman - lands located on the north side of Third Street, opposite West Avenue. Council was advised that the applicant was no longer interested in proceeding with the proposed townhouse development. This by-law would place these lands in a Holding zone. Council referred the matter to the Planning Commissioner for a report to General Committee.

General Committee, at its meeting held November 23, 1977, referred this matter to this Council meeting, without a recommendation.

12. BY-LAWS

658-77 - A by-law to change the name of a public highway in the City of Mississauga. (This by-law changes the name of a portion of Tedwyn Drive to Cherry Post Drive.)

TWO READINGS REQUIRED

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November 28, 1977

12. BY-LAWS CONTINUED

659-77 - A by-law to amend By-law No. 234-75, as amended. (This by-law designates 7280 Darcel Avenue, 1475 Bloor Street East, 2929 Aquitaine Avenue, 2200 Roche Court, 2333 Hurontario Street, 2343 Hurontario Street, 2339 Park Towers Avenue and 2340 Park Towers Avenue as fire routes. This is as recommended by General Committee at its meeting of November 16, 1977, Item 1479.)

THREE READINGS REQUIRED

660-77 - A by-law to amend By-law No. 234-75, as amended. (This by-law designates the west side of Roche Court, from Fowler Drive to the south limit of the road, as a No Parking area. This is as recommended by General Committee at its meeting of November 16, 1977, Item 1480.)

THREE READINGS REQUIRED

661-77 - A by-law to validate title. (This by-law requests the Minister of Housing to make an Order validating the title to 1503 Glenburnie Road. This is as recommended by General Committee at its meeting of November 16, 1977, Item 1476.)

THREE READINGS REQUIRED

662-77 - A by-law to validate title. (This by-law requests the Minister of Housing to make an Order validating the title to 3583 Havenwood Drive. This is as recommended by General Committee at its meeting of November 16, 1977, Item 1475.)

THREE READINGS REQUIRED

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November 28, 1977

12. BY-LAWS CONTINUED

663-77 - A by-law to amend By-law 5500, as amended.
(File OZ/5/76 and T-76008, Cadillac Farview
Corporation Limited - lands located on the east
side of Erin Mills Parkway, north of the
re-aligned Burnhamthorpe Road.)

THREE READINGS REQUIRED

664-77 - A by-law to designate the "Masonic Temple"
located at 45 Port Street West to be of
architectural value and of historic interest.

THREE READINGS REQUIRED

665-77 - A by-law to allocate \$150,000.00 within the
General Municipal Development Reserve Fund, and
to withdraw same therefrom as required for land
acquisition for watercourse improvements to the
Mary Fix Creek.

THREE READINGS REQUIRED

666-77 - A by-law to allocate \$20,000.00 within the
General Municipal Development Reserve Fund, and
to withdraw same therefrom as required for
storm water management study of Little
Etobicoke Creek from Highway 401 to the main
branch of Etobicoke Creek.

THREE READINGS REQUIRED

667-77 - A by-law to authorize the temporary borrowing
of \$1,500,000.00 (all of which is to be
debentured) pending the issue and sale of
debentures, for the construction of additions
to the distribution system of the Mississauga
Hydro-Electric Commission, (legally known as
the Hydro-Electric Commission of the Town of
Mississauga). (This expenditure is authorized
by By-law No. 411-77.)

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

668-77 - A by-law to authorize the execution of a Housekeeping Agreement between the Bank of Montreal and the Corporation of the City of Mississauga. (This agreement is being submitted to satisfy a clause in the Housekeeping Agreement previously registered on title that requires future assignees and sub-tenants to enter into a similar agreement with the City - lands located north of Derry Road and east of Goreway Drive.)

THREE READINGS REQUIRED

669-77 - A by-law to authorize the execution of an Engineering Agreement between Markborough Properties Limited and the Corporation of the City of Mississauga. (General Committee recommendation, Item 884, adopted by Council on July 11, 1977, required that Markborough Properties be requested to proceed with the construction of the pedestrian grade separation thereby completing the pedestrian/bicycle path system within this Meadowvale community. Files M-50 and M-51 - lands located on Derry Road West, between Winston Churchill Boulevard and Fifth Line West.)

THREE READINGS REQUIRED

670-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block R on R.P. M-115 and establishes same as Prince John Boulevard to provide access to its extension by R.P. M-151 - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

671-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block V on R.P. M-115 and establishes same as Sherwood Forrest Circle to provide access to its extension by R.P. M-151 - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

672-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block O on R.P. M-115 and establishes same as Deer's Wold to provide access to its extension by R.P. M-151 - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

673-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block N on R.P. M-115 and establishes same as Deer's Wold to provide access to its extension by R.P. M-140 - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

674-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block M on R.P. M-115 and establishes same as King Forrest Drive to provide access to its extension by R.P. M-140 - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

675-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law lifts the one-foot reserve Block G on R.P. M-140 and establishes same as King Forrest Drive to provide access to its extension to Dundas Street - lands located south of Dundas Street and east of Erin Mills Parkway.)

THREE READINGS REQUIRED

676-77 - A by-law to authorize the execution of a site development plan agreement between Vanbots Construction Company Limited and the Corporation of the City of Mississauga. (Resolution #521, adopted by Council on August 15, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as 2285 The Collegeway and 2280-2290 South Millway - residential project)

THREE READINGS REQUIRED

677-77 - A by-law to authorize the execution of a site development plan agreement between Markborough Properties, Creson Investments and the Corporation of the City of Mississauga. (Resolution #578 adopted by Council on September 26, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as Battleford Road and Glen Erin Drive - residential project.)

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

678-77 - A by-law to authorize the execution of a site development plan agreement between Markborough Properties Limited, Fanciful Holdings Limited and the Corporation of the City of Mississauga. (Resolution #523, adopted by Council on August 15, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as Battleford Road and Winston Churchill Boulevard - residential project).

THREE READINGS REQUIRED

679-77 - A by-law to authorize the execution of a site development plan agreement between Crone Geophysics Limited and the Corporation of the City of Mississauga. (Resolution #1022, adopted by Council on October 27, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as 3607 Wolfedale Road - industrial project).

THREE READINGS REQUIRED

680-77 - A by-law to authorize the execution of a site development plan agreement between Diversey (Canada) Limited and the Corporation of the City of Mississauga. (Resolution #1022, adopted by Council on October 27, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as 2645 Royal Windsor Drive - industrial project).

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

681-77 - A by-law to authorize the execution of a site development plan agreement between Mondial Development Limited and the Corporation of the City of Mississauga. (Resolution #1022, adopted by Council on October 27, 1977, delegates to the Planning Commissioner, the authority to approve the site plan for lands municipally known as 6600 Turner Valley Road - industrial project).

THREE READINGS REQUIRED

682-77 - A by-law to accept the conveyance of land and dedicate the same as part of the municipal highway system. (This by-law is with respect to a ten-foot road widening allowance along Lakeshore Road from MacMillan and Black Limited. This is as recommended by General Committee on November 23, 1977, Item 1526.)

THREE READINGS REQUIRED

683-77 - A by-law to execute a deed of land. (This is an agreement between John A. Lindsay and the Corporation of the City of Mississauga whereby the City conveys part 1 on Plan 43R-5320 and in return receives a conveyance of part 10 on Plan 43R-3261, with respect to Church Street widening - 161 Church Street. This is as recommended by General Committee on November 23, 1977, Item 1527.)

THREE READINGS REQUIRED

684-77 - A by-law to amend By-law No. 234-75, as amended. (This by-law designates 5536 Montevideo Road, 965 Inverhouse Drive and 60 Hanson Road as fire routes. This is as recommended by General Committee on November 23, 1977, Item 1546.)

THREE READINGS REQUIRED

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12. BY-LAWS CONTINUED

685-77 - A by-law to establish certain lands as part of the municipal highway system. (This by-law establishes Blocks M, N and O on R.P. M-223 as Pollard Drive, Chisholm Avenue and Cameron Court, respectively, to provide access to the streets as established by R.P. M-222 - lands located south of Dundas Street West and west of Mavis Road.)

THREE READINGS REQUIRED

686-77 - A by-law to authorize the execution of an Engineering Agreement and a Financial Agreement between Erin Glen Gardens Limited and the Corporation of the City of Mississauga. (File T-22525 - Erin Glen Gardens Limited - lands located south of Stainton Drive and west of Cedarglen Gate.)

THREE READINGS REQUIRED

687-77 - A by-law to stop up part of the allowance for road between Ranges 4 and 5, north of Dundas Street, City of Mississauga. (This by-law stops up part of the original road allowance between Ranges 4 and 5, N.D.S., from Fifth Line West to Mississauga Road. This is as recommended by General Committee on November 23, 1977, Item 1547.)

TWO READINGS REQUIRED

13. MOTIONS

- (a) To adopt the General Committee Report dated November 16, 1977.
- (b) To adopt the General Committee Report dated November 23, 1977.
- (c) To adopt the Taxicab Authority Report dated November 28, 1977.
- (d) To award Tender # TPA-1-1977 for the purchase of one phototypesetter.

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13. MOTIONS CONTINUED

- (e) To award Tender # T-MT-6-1977 for the supply and delivery of twenty-four urban transit vehicles.
- (f) To award Tender # TPS-15-1977 for central stores inventory items.
- (g) Motion re service station site at the north west corner of Dixie Road and Eglinton Avenue. (F. McKechnie)
- (h) Motion re Burnhamthorpe Community Centre Complex outdoor artificial rink.
- (i) Motion to assume works and release securities with respect to Registered Plan 874 - Sheridan Homelands Phase VIII, lands located in Area Z18, south of Dundas Street West and east of Winston Churchill Boulevard.
- (j) Motion to assume works and release securities with respect to Registered Plan 824 - Sheridan Homelands Phase VII, lands located in Area Z18, south of Dundas Street West and east of Winston Churchill Boulevard.
- (k) Motion re purchase of lands for pathway-bikeway system along Sheridan Creek, on the north east corner of Southdown Road and Highway 2. (This is as recommended by General Committee on November 16, 1977, Item 1477.)
- (l) Motion to approve accounts paid by City Treasurer for the month of October 1977.
- (m) Motion to authorize the City Treasurer to strike off the tax roll the uncollectable accounts. (This is as recommended by General Committee on November 16, 1977, Item 1473.)
- (n) Motion to assume works and release securities with respect to Registered Plan M-24 - Darcel Subdivision, lands located south of Brandon Gate Drive and west of Goreway Drive.
- (o) To advise the Ontario Municipal Board that By-law 647-77 is in conformity with the Official Plan for the City of Mississauga Planning Area.
- (p) To advise the Ontario Municipal Board that By-law 291-76 is in conformity with the Official Plan for the City of Mississauga Planning Area.

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13. MOTIONS CONTINUED

- (q) To make application to the Ontario Municipal Board for approval of City of Mississauga Restricted Area By-law 291-76.
- (r) To authorize the City Solicitor to appear before the Ontario Municipal Board with respect to C.A. "A" 250/76 and C.A. "B" 168/76 - Antonio Gallo on Sharon Crescent. (F. Hooper)
- (s) To apply for O.H.A.P. loan re storm drainage works undertaken by the City. (H. McCallion)

14. NEW BUSINESS

15. IN CAMERA ITEMS

There will be one item to be discussed "In Camera"
(Mississauga ats Dixthorpe et al).

16. BY-LAW TO CONFIRM PROCEEDINGS OF COUNCIL AT THIS MEETING

Verbal motion for required number of readings.

17. ADJOURNMENT

Verbal motion.

SANDLER, GORDON & GLEIBERMAN
BARRISTERS. SOLICITORS. NOTARIES

LILLIAN SANDLER
JOHN A. GORDON
IRVING GLEIBERMAN
L. PETER SAPERIA

TEL 961-0001
SUITE 602
2 BLOOR STREET WEST
TORONTO, ONTARIO
M4W 3E2

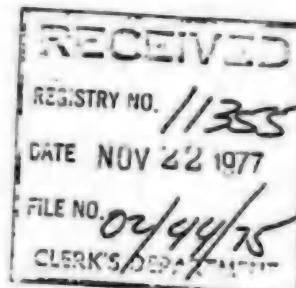
November 17th, 1977

REPLY TO:
IRVING GLEIBERMAN

Clerk
Corporation of the City of Mississauga
City Hall
1 City Centre Drive
Mississauga, Ontario

Dear Sirs:

Re: Leal Investments Limited
Your file No: 02/44/75



Please be advised that we are the solicitors for Leal Investments Limited. The writer attended before the General Committee of Council on Wednesday, November 16th, 1977 and made representation on behalf of Leal Investments Limited, relating to the recommendation of the Planning and Development Committee.

As you are aware on a split vote, the General Committee upheld the recommendation of the Planning and Development Committee.

We understand this matter will now come before council at the next council meeting and we hereby request the opportunity to make representation before council on behalf of Leal Investments Limited. We understand further that the next council meeting may be the evening of Monday, November 28th, 1977 and if this is the fact, the writer will be unavailable as I have previous commitments in another municipality. Mr. David Lipson of Lipson and Dashkin, Architects will then make the presentation on behalf of our client. Mr. Lipson is the party who has been working with your staff preparing a Site Plan for this project.

We would appreciate your advising us as to when the meeting will occur and what time council will entertain representation on behalf of our client.

We thank you for your co-operation herein.

✓ TO BE RECEIVED.
COPY HAS BEEN SENT
TO R. EDMUNDSON.

IG/ecp
CC: Mr. David Lipson

Yours very truly,
SANDLER, GORDON & GLEIBERMAN
Per:
Irving G. Lucy
IRVING GLEIBERMAN

T.V.

LAWRENCE, LAWRENCE, STEVENSON & WEBBER
BARRISTERS & SOLICITORS

HAROLD R. LAWRENCE, Q.C. (1924-1968)
WILLIAM C. LAWRENCE, Q.C.
JOHN B. WEBBER, Q.C.
J. ROBERT KELLY
LAWRENCE N. SHAPIRO

BASIL J. STEVENSON, Q.C.
DENNIS F. COLE
J. FARQUHAR MACDONALD
BRENDA A. DUNCAN
KENNETH F. McCABE

TELEPHONE 481-3040

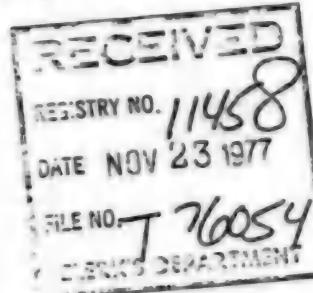
AREA CODE 416
43 QUEEN STREET W.
BRAMPTON, ONTARIO

1000 ILB

23rd November, 1977.

The Corporation of the City
of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Attention: Mr. T. L. Julian,
Clerk.



Dear Sirs:

Re: File T-76054 Upperdale Developments Limited
and Torhampton Developments Limited (Part of Lots
1 and 2, Range 3, N.D.S.)

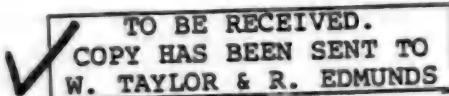
We act as Solicitors for Upperdale Developments Limited and Torhampton Developments Limited with respect to the above-captioned matter. We hereby formerly request that we be placed on the Agenda for the Council Meeting to be held on November 28th, 1977 as a deputation with respect to the issue more particularly set out below.

Mississauga Council, at its meeting held on September 26th, 1977, approved the following recommendation:-

"That the conditions of draft approval dated September 6th, 1977, and the Consolidated Report dated August 18th, 1977 for proposed plan of subdivision T-76054 Upperdale Developments Limited and Torhampton Developments Limited be approved, subject to arrangements having been made to the satisfaction of City Council with respect to the timing of, and the funding for, the construction of Burnhamthorpe Road across the Credit River."

We seek clarification with respect to the above-captioned approval. In particular, it is our position, that pursuant to the terms of this approval the said proposed plan of subdivision may now proceed to the Regional Municipality of Peel for processing through the various agencies. To the date hereof, the plan has not so proceeded.

con't.../2



120
The Corporation of the
City of Mississauga.

- 2 -

23rd November, 1977.

Accordingly, we respectfully request the further direction
and clarification of Council with respect to its approval given
September 26th, 1977. We thank you in advance for the attention
we know you will give this matter.

Yours very truly,

LAWRENCE, LAWRENCE, STEVENSON & WEBBER,

Richard J. Weiler

Per: Richard J. Weiler.

RJW:eeq



CITY OF MISSISSAUGA
MEMORANDUM

To Mayor and Members of Council

From Councillor Hazel McCallion

Dept. _____

Dept. _____

November 21, 1977.

Just to refresh your memory attached is an extract from the minutes of the Council meeting of September 14, 1977 which requested the Mayor to present a report to Council.

This is the report I was referring to at the Council meeting on November 14, 1977.

Also attached is the back-up data referred to in the motion.

HMc:sn
Attach.

TO BE RECEIVED

I 3-(u)

EXTRACT FROM COUNCIL MINUTES OF SEPTEMBER 14, 1977

1151: (a) That the information contained in the letter dated August 10, 1977, from the Peel Board of Education, regarding the establishment of a Liaison Committee, be received.

(b) That Mayor Searle report to Council on the meeting held between the Peel Board of Education and the Mayors and Chief Administrative Officers of the three municipalities in Peel Region.

(04-1151-77) 3-77
81-77
136-77

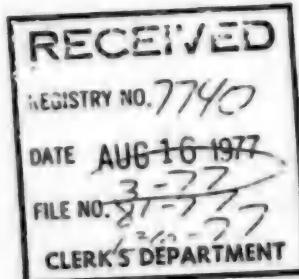
1-316

The Peel Board of Education

Director of Education and Secretary • Superintendent of Academic Affairs • Superintendent of Business Affairs and Treasurer
J.A. Fraser, B.A., M.Ed. C. L. Dobson, M.A. H.J.A. Brown, B.A.

August 10, 1977

Mr. L. M. McGillivray,
Deputy City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2



Dear Mr. McGillivray:

Re: File Nos. 3-77, 81-77, 136-77

Further to my letter of May 20th, I wish to advise that the Board considered your correspondence regarding the establishment of a Liaison Committee at its regular meeting on August 9, 1977. Attached is a copy of the self-explanatory administrative recommendation that was approved by the Board.

We shall proceed to forward copies of agenda materials to the Region and the three municipalities in our on-going attempt to establish effective lines of communication and cooperation.

Sincerely,

J. A. Fraser/ceo

John A. Fraser,
Director of Education.

c.c. Regional Municipality of Peel
City of Brampton
Town of Caledon

Regular Board Meeting
August 9, 1977
(Resubmission)

U- (D)
T-3-(c)

THE PEEL BOARD OF EDUCATION

LIAISON BETWEEN THE PEEL BOARD OF EDUCATION,
REGION OF PEEL AND THE MUNICIPALITIES

The Chairman and the Director of The Peel Board of Education, in attempting to establish good lines of communication with the Region and with the municipalities, have held two meetings to determine appropriate ways and means of establishing effective methods of communication and cooperation.

The meeting with Mr. Parsons, Chairman of the Region, resulted in an agreement that the Region would share with us agendas of significant committee meetings so that we would have an opportunity to know in advance the matters under discussion and be provided with recognition at the committee level so that we would be allowed to comment. We are prepared to share similar agendas with appropriate persons of the Region but, to date, have not done so. It was hoped that the Executive Member and Chairmen of specific committees of the Board would be privy to these agendas and could determine whether or not attendance at the meetings was appropriate.

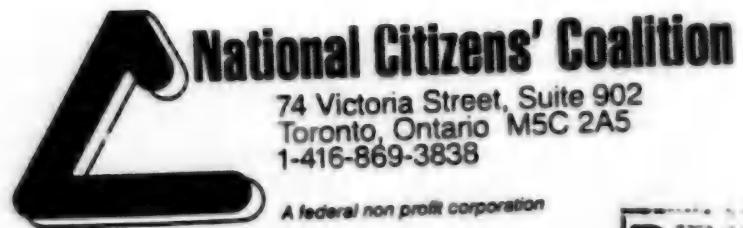
A second meeting was held with the mayors of the three municipalities and the three chief executive officers. During the 3-hour meeting, a broad range of items of mutual interest was discussed. It was the feeling of that particular group that a meeting of this sort was ideal and that such a meeting would reconvene at six-month intervals, or sooner if specific problems needed discussion. It was generally the feeling that there was no need to establish a liaison committee since interaction at this level had greater possibility for effectiveness since decision-makers were in attendance.

It should be noted that inter-action occurs on a continuous basis at the staff level and there are no real impediments to effective communication and cooperation between staff.

RECOMMENDATION

It is recommended that copies of agenda materials be forwarded to the Region and to the three municipalities on a regular basis.

Submitted by: John A. Fraser



1-24
November 21, 1977.

The Mayor, and
Members of Council,
City Hall,
Mississauga,
Ont.

Ladies and Gentlemen:

The enclosed advertisement appeared in
the three Toronto daily newspapers
during the week of October 9, 1977.

Letters, coupons and money are still
being sent to us in support of it. Some of
them are from your constituents who are
very disturbed about their property
taxes.

For your own good politically, it is
hoped that you will show concern and act
constructively on the problem.

Yours truly,

Herbert T. Barnes

Herbert T. Barnes,
Campaign Coordinator.



TO BE RECEIVED



MY PROPERTY TAXES ARE TOO HIGH!

If my property taxes are raised again in 1978,
I shall vote against all incumbents in the 1978
Municipal elections.

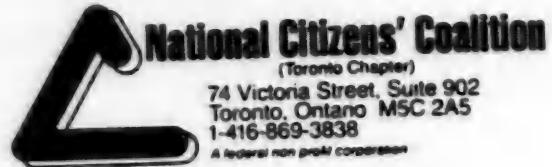
NAME

ADDRESS TEL. NO.

MUNICIPALITY CODE

— Please complete the above, mail to us and
tell your friends.

— We will send your message to the elected
representatives.



Join the Citizens' Coalition. Send \$10.00 for
membership and annual subscription to our
newsletter CONSENSUS. Additional contribu-
tions are also vitally needed.

Enclosed is \$ to further your good work.

I-S
Mississauga, Ontario
L5B 1M6
Telephone (416) 270-7000

November 15, 1977

Mr. T. Julian
City Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

RECEIVED
REGISTRY NO 11110
DATE NOV 17 1977
FILE NO. 187-77
CLERK'S DEPARTMENT

Dear Mr. Julian:

Re: Industrial-Commercial/Residential Ratio
S.B. McLaughlin Associates Limited
Development Agreement

The Development Agreement between S.B. McLaughlin Associates Limited and the Corporation of the City of Mississauga, dated November 25, 1968, provides in paragraph A, that McLaughlin will develop at least 120 acres of assessable land zoned for industrial and commercial purposes for every 400 acres of assessable land zoned for residential purposes.

In accordance with the above agreement, we attach hereto a reconciliation of net residential acreage and net industrial and commercial acreage as at November 1, 1977. The attached summary shows a total of 1045.068 acres of residential land to be developed under the industrial/residential ratio.

Yours truly,

J. Dill
J. Dill
Planning Co-ordinator

cc: G. Bewick, M.P.A.
Development Co-ordinator

Mr. F. MacDonald

Encls.

JD:spg

TO BE RECEIVED.
COPY HAS BEEN SENT
TO R. EDMUNDS.

7-5-141

SUMMARY OF NET ACREAGE - S.B. McLAUGHLIN ASSOCIATES LIMITED
INDUSTRIAL - RESIDENTIAL - COMMERCIAL

	Net Residential Acreage	Net Industrial & Commercial Acreage
R.P. 883	12.590	
R.P. 903	120.138	5.195
R.P. 922	127.221	3.522
R.P. 935 Block 'E' Ext.	4.768	
R.P. 935	62.158	
R.P. 939 Bloor St. Ext.	5.324	
R.P. 957	97.514	4.925
 R.P. M-143 (see Schedule A)	13.628	1.218
R.P. M-144 (see Schedule A)	30.609	
R.P. M-145 (see Schedule A)	25.068	
	<u>499.016</u>	<u>14.861</u>
 R.P. 904		61.486
R.P. 963		95.230
Kamato Ind. Subdiv. Pt. T-23090 Pt. lot 3, Con. 3 EHS		50.250
Newdale Ind. Subdiv. Pt. Lots 1 & 2, Cons. 3 EHS		65.588
Service Stn. Site - Imperial Oil Ltd.		
north-west corner Burn/Central Pkwy. 43R-638		1.003
Gateway Post Office		62.148
Shopping Centre, by-law 6498 43R-1456-Pt. 30		75.363
Ring Road Plan 43R-1456, Pt. 1, 5, 20, 24		16.554
Univac Bldg. Plan 43R-1456-Pt. 21, 22		7.076
McLaughlin Bldg. Plan 43R-1456, Pt. 11, 12, 13, 14, 15,		
16, 17, 18, 19		7.781
United Co-op. Plan 43R-1456, Pt. 10		3.000
Land north of Univac Bldg. 43R-1456, Pt. 23		5.952
		<u>466.272</u>
 Hydro Sites R.P. 883	.540	
Hydro Sites R.P. 903	<u>.516</u>	
Not included in above calculation	1.056	

Reconciliation

120 acres industrial to 400 acres residential = 3.333 acres residential to one acre
industrial.

Therefore, 466.272 acres industrial/commercial will permit development of 1,554.084
acres residential.

Developed to September 30, 1977: 499.016

Potential residential lands to be developed under existing ratio.

Total residential possible under current ratio 1,544.084

Less: residential developed to date 499.016

Residential lands to be developed under existing
industrial/residential ratio 1,045.068

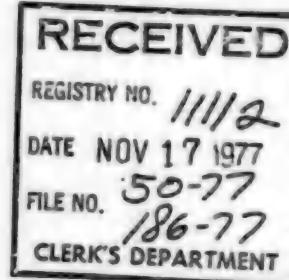
I-6

HYDRO MISSISSAUGA

2325 MURONTARIO ST., MISSISSAUGA, ONT. L5A 2G3 • (416) 279-6050

November 14, 1977

Mr. T. Julian
City Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario



Dear Mr. Julian:

At the Commission Meeting held October 26, 1977, Item No. 77-31 of the Minutes reads:

Five-Year Financial Forecast

The General Manager presented a Five-Year Financial Forecast based on the following:

Assumptions

Operation, Maintenance and Administration expenses escalating due to inflation and growth requirements at 8 percent per annum.

Cost of Power has been based on Ontario Hydro's forecast.

Interest on Debentures over the five years not to exceed 10.7 percent per annum for amortization.

Capital growth from 1979 to 1982 at 1978 Constant Dollars.

In keeping with the economic trends, Commission oriented capital projects have been kept to the minimum requirements to meet the growing system needs.

TO BE RECEIVED
COPY SENT TO D. OGILVIE

I-6-(u)

- 2 -

Economic Outlook for 1978

Inflation of about 8 percent.

Interest rate on an average about $\frac{1}{2}$ percent more than in 1977.

Real Gross National Product growth 2 to 3 percent.

Housing starts same as in 1977 or even slightly less.

Unemployment 7 to 8 percent on average.

Canadian Dollar to fluctuate between 89 to 93 cents compared to U.S.A. Dollar.

The Commission reviewed the forecasted figures in considerable detail before passing the following Resolution:

Resolution

Moved by R.A. Searle, seconded by R.K. Walker

"That the Commission approve the Five-Year Financial Forecast dated October 26, 1977 and that the Forecast be submitted to the City Clerk as an indication to the City of the possible borrowing requirements of the Commission up to and including 1982, and that the General Manager be authorized to submit the 1978 Budget proposal."

I am enclosing a copy of the Financial Forecast for your reference.

Yours truly,

M.E. Treasurywala

M.E. Treasurywala
Secretary-Treasurer

MET/jm
Encl.

HYDRO MISSISSAUGA FINANCIAL FORECAST NUMBER 77-31

DATE OCTOBER 26, 1977

		1977	1978	1979	1980	1981	1982
1 COST OF POWER							
INTERIM COST COST ADJUSTMENT			60,984 131	71,005 125	80,983	90,932	101,927
	TOTAL	\$ 53,013	61,115	71,130	80,983	90,932	101,927
2 O.M. & A.							
OPERATIONS & MAINTENANCE ADMINISTRATION			1,769 1,811	1,911 1,955	2,063 2,280	2,228 2,462	2,407 2,659
	TOTAL	\$ 3,080	3,580	3,866	4,343	4,690	5,066
3 DEBENTURE CHARGES		\$ 2,414	3,265	3,462	3,755	3,961	4,162
4 DEPRECIATION		\$ 1,539	1,760	1,919	2,089	2,265	2,448
5 TOTAL EXPENSES		\$ 60,046	69,720	80,377	91,170	101,848	113,603
6 REVENUE							
SALE OF POWER OTHER		\$ 58,603 988	69,948 900	80,592 900	91,471 900	102,297 900	114,171 900
	TOTAL	\$ 59,591	70,848	81,492	92,371	103,197	115,071
7 NET INCOME		\$ - 455	1,128	1,115	1,201	1,349	1,468
8 SOURCE OF FUNDS							
WORKING CAPITAL BROUGHT FORWARD		\$ 1,432	1,706	2,507	3,361	3,972	4,759
CONTRIBUTED CAPITAL		\$ 3,636	2,650	2,714	2,897	3,001	3,124
DEPRECIATION		\$ 1,539	1,760	1,919	2,089	2,265	2,448
DEBENTURES		\$ 2,500	1,500	1,500	1,500	1,500	1,500
NET INCOME		\$ - 455	1,128	1,115	1,201	1,349	1,468
OTHER INCLUDING ONTARIO HYDRO'S SPECIFIC FACILITY		\$ 235	5,735	235			
	TOTAL	\$ 8,887	14,479	9,990	11,048	12,087	13,299
9 PLANT ADDITIONS							
COMMISSION FUNDS CONTRIBUTED CAPITAL		\$ 5,322 2,650	3,915 2,714	4,179 2,897	4,327 3,001	4,506 3,124	
	TOTAL	\$ 7,181	11,972	6,629	7,076	7,328	7,630
10 WORKING CAPITAL CARRIED FORWARD		\$ 1,706	2,507	3,361	3,972	4,759	5,669
11 UNIT COST OF POWER							
CENTS PER KILOWATT HOUR PERCENT INCREASE		1.893	2.071 9.4	2.278 10.0	2,460 8.0	2,607 8.0	2,763 6.0
12 GIGAWATT HOURS PURCHASED		2,784	2,945	3,117	3,292	3,488	3,689
13 GIGAWATT HOURS SOLD		2,677	2,832	2,996	3,164	3,354	3,549
14 UNIT SALES REVENUE		2.189	2.470 12.8	2.690 8.91	2.891 7.5	3.05 5.5	3.217 5.5
CENTS PER KILOWATT HOUR PERCENT INCREASE							
15 RATE OF RETURN		5.82	10.65	10.59	10.94	11.21	11.39

ALL DOLLARS IN THOUSANDS

RM 124-645

PREPARED BY

Bert Fleming

ACCEPTED BY

McCutchen

APPROVED BY CHIEF FINANCIAL MANAGER



I-1

Office of the
Treasurer
of Ontario

Ministry of Treasury
Economics and
Intergovernmental Affairs

Frost Building
Queen's Park
Toronto, Ontario
416/965-6361

November 14, 1977

TO ALL MUNICIPALITIES

Enclosed for your information and interest is a copy of Bill 98 respecting municipal elections which I introduced for first reading on November 8th. This Bill replaces Bill 49 which was introduced on July 7th and distributed to all municipalities and their associations for comment.

It was my conclusion after receiving the views of municipalities and after meeting further with the Joint Election Committee of the Association of Municipalities of Ontario and the Association of Municipal Clerks and Treasurers of Ontario that the best approach was to prepare a completely new Bill.

The new Bill incorporates many changes and new proposals made by municipalities and the Joint Election Committee.

The significant change was moving the municipal election date to the second Monday in November and the commencement date for councils to December 1.

Two useful innovations have been included in the new legislation. A duplicate polling list for use by the poll clerk will replace the poll book at municipal elections. This new procedure will be less time consuming. Secondly, the requirement to post the preliminary lists in each polling subdivision has been replaced by the provision that at least two copies of the complete preliminary list are posted in conspicuous public places in the municipality.

. . . 2

TO BE RECEIVED
COPIES AVAILABLE IN
CLERKS DEPARTMENT

A further important amendment deals with handicapped electors. Any handicapped elector will now be permitted to have a friend assist him in voting.

Several other changes are procedural adjustments to complement the change in the election date. The remaining changes depart from proposals in Bill 49 and return to the existing provisions of The Municipal Elections Act. These include such matters as the polling hours, advance polls and recount procedures.

I am confident the legislation now reflects to the greatest possible extent, a consensus of opinion on appropriate and workable election procedures. It is anticipated this legislation governing municipal elections will be finalized by the end of the year.

Yours sincerely,



W. Darcy McKeough,
Treasurer of Ontario.



I-8

The Liquor
Licence Board
of Ontario

Cable Address
"Dispensor"
Telex 065-24045
416/965 4691

55 Lake Shore Blvd. East
Toronto, Ontario
MSE 1A4

Mr. T.L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.
L5B 1M2

November 10th, 1977

Dear Sir:

Re: CARINI'S OPEN KITCHEN RESTAURANT,
7205 COREWAY DRIVE, UNIT #57,
WESTWOOD MALL,
MISSISSAUGA, Ontario.

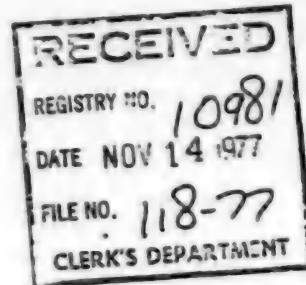
Enclosed is a copy of a covering letter indicating that formal application may be made to this Board for the issuance of a liquor licence with respect to an establishment located in your municipality.

The purpose of advising you in advance of a pending public meeting is to enable Council to make representation to the Board in writing or attend the public meeting which will be advertised in the press at the appropriate time.

Yours very truly,

J. Judges,
Licence Officer.

JJ?im
Encl.



TO BE RECEIVED

T-9-(a)



The Liquor
Licence Board
of Ontario

55 Lake Shore Blvd. East
Toronto, Ontario
M5E 1A4

4891

Mr. Sydney Conacher, Q.C.,
Messrs. Conacher & Stancer,
Barristers & Solicitors,
Suite 804-16,
390 Bay Street,
TORONTO, Ontario.
M5H 2Y2

November 10th, 1977

Dear Sir:

Re: CARINI'S OPEN KITCHEN RESTAURANT,
7203 CORELWAY DR., UNIT #57,
WESTWOOD MALL,
MISSISSAUGA, Ontario.

We were pleased to receive your completed questionnaire indicating your continued interest in obtaining a liquor licence. Our local Inspector has also been requested to submit a report on the physical and operative features of your establishment.

Enclosed herewith is a formal application form which should be completed and returned. In addition, would you please provide the documentation requested on the attached list.

Shortly we will be advertising the fact that you have applied for a licence and a date will be set for a public hearing in order that you can present your submission and the public may make representation. The cost of the advertising will be billed to you in due course.

We enclose a copy of the Liquor Licence Act 1975 and Regulations which will clearly indicate how your premises, if approved, should be operated. Please acknowledge receipt of same by signing and returning the enclosed receipt.

The securing of a liquor licence is not a difficult or complicated procedure and matters will proceed rapidly if requested forms and documentation are received. Please feel free to contact us should you have any questions or if we can assist you in any way.

Yours very truly,

11/14
Enc.

Judge
Licensed Officer.

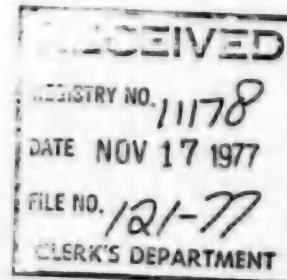


The Regional Municipality of Peel

I-9

November 16, 1977.

Mr. T. L. Julian,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.
L5B 1M2



Dear Sir:

**Subject: Report on Feasibility of Constructing
a GO Rail Station at Lorne Park,
Our Reference 77-390**

At its November 10, 1977 meeting, Regional Council formally received a communication from the Honourable James Snow, Minister of Transportation and Communications on the subject of a report on the feasibility of constructing a GO station at Lorne Park.

Later in the same meeting of Regional Council the following resolution was passed:

"That the communication from the Minister of Transportation and Communications submitting a report on the feasibility of constructing a GO Rail Station in Lorne Park, be received;

And further, that it be referred to the City of Mississauga and the South Mississauga Community Association;

And further, that TATOA be requested to withhold any final decision in this matter until further consideration locally."

Please find a copy of the Minister's letter and a copy of the Ministry's report enclosed for your consideration. I look forward to receiving your comments.

Richard L. Frost, M.A.,
Regional Clerk.

...../lr

encl

✓ TO BE RECEIVED.
REPORT REQUESTED FROM
R. EDMUNDS (R #317-77)

I-a-(a)

LORNE PARK GO STATION
INVESTIGATION REPORT

TRANSIT OFFICE
MUNICIPAL/PROVINCIAL TRANSPORTATION BRANCH
MINISTRY OF TRANSPORTATION & COMMUNICATIONS
SEPTEMBER 1977

1-9(b)

TABLE OF CONTENTS

1. Background
2. Ridership Estimates
3. Station Site Investigation
4. Environmental Effects
5. Land Use and Other Services
6. Implication to Existing Rail Operations
7. Considerations
8. Conclusions
9. Recommendation

APPENDIX

I-a-X)

1.

Background

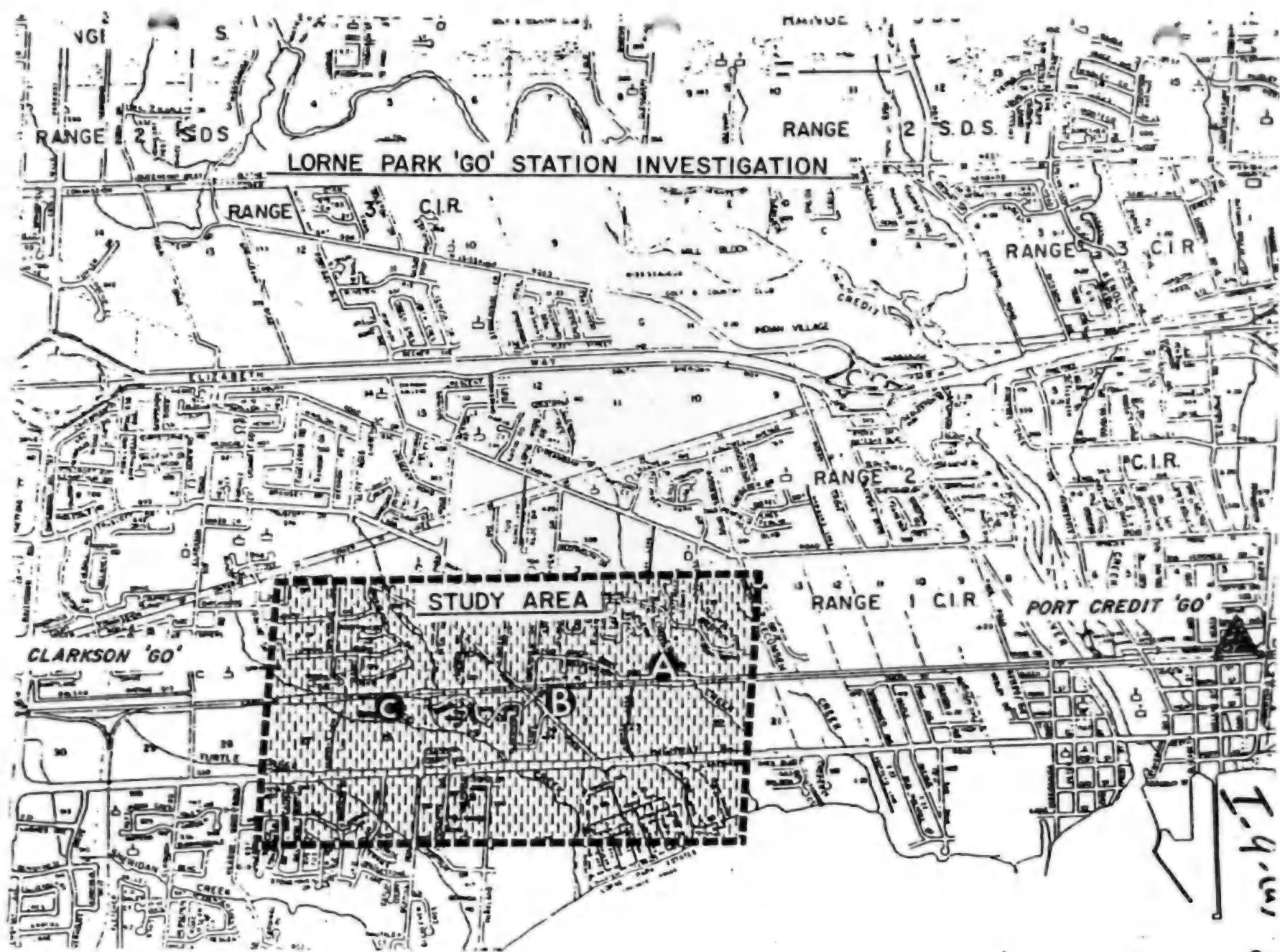
The following is a brief account of the events which have led up to the present investigation of a GO Station at Lorne Park.

Before GO services were introduced in the Lakeshore Corridor in 1967, the C.N.R. operated a number of daily inter-city passenger trains between Hamilton and Toronto which provided an intermittent service to Lorne Park at the expense of a regular station stop elsewhere on the line. During the planning process however, which preceded the GO operation, it was recommended that a station stop at Lorne Park be omitted in favour of providing a full service level at Clarkson Station located a mile and a half further west on Southdown Road. Once these planning recommendations became known, local residents drew up a petition calling for the continuance of the station stop at Lorne Park. As a result, when GO service was initiated in May, 1967 the "Skip Stop" arrangement between Clarkson and Lorne Park was continued. As a result of the Lakeshore GO operational review which was conducted after the first year of service, it was recommended that the Lorne Park service be cancelled in favour again, of providing full service at Clarkson. This time, based on data gained from the operational review, the recommendation to withdraw service at Lorne Park was accepted. In the period between 1968 and the present, there have been few requests for reinstatement of a station at this location. More recently, however, local councillors in Mississauga, encouraged by rate-payer groups, have requested the Lorne Park service be re-investigated. As a result, the Minister instructed the MTC Planning staff and TATOA to undertake a study at Lorne Park Road to determine the feasibility of re-installing the station in this area. In response to the Ministry's request, a study team was formed consisting of representatives from the Regional Municipality of Peel, City of Mississauga, TATOA and MTC.

The following terms-of-reference were drafted and agreed upon by study team members:

- to determine possible sites for a GO Station at or near Lorne Park Road. Investigate its attractiveness to potential commuter rail passengers and its feasibility from a rail operations viewpoint, estimate cost, and establish possible implementation staging as well as determine impact on extension and proposed land use, environment and other public services.

The results of this study and the team's recommendations are documented in the following pages.



1-a-(e)

.../2

2. Ridership Estimates

One of the first tasks undertaken by study team members in conducting this investigation was to estimate ridership demand at Lorne Park under a variety of service levels. The service levels considered were:

1. Full Service.
2. Limited Service (3-4 trains per day in peak direction).
3. Full Service with no parking provided.
4. Limited Service with no parking provided.

YEAR	DAILY RIDERSHIP			SERVICE LEVEL LORNE PARK
	CLARKSON	LORNE PARK	PORT CREDIT	
1975	2145	-	1944	
1975 (est)	1911	400	1778	FULL
1975 (est)	2028	200	1861	LIMITED
1975 (est)	2045	170	1873	FULL-NO PARK
1975 (est)	2092	90	1907	LIMITED-NO PARK
1976	2432	-	1936	
1981 (est)	2250	-	1750	STREETSVILLE
1981 (est)	2010	410	1580	FULL
1981 (est)	2133	200	1667	LIMITED
1981 (est)	2145	180	1675	FULL-NO PARK
1981 (est)	2197	90	1713	LIMITED-NO PARK
1986 (est)	2700	-	2250	STREETSVILLE
1986 (est)	2437	450	2063	FULL
1986 (est)	2571	220	2159	LIMITED
1986 (est)	2583	200	2167	FULL-NO PARK
1986 (est)	2643	100	2208	LIMITED-NO PARK

I-9 (f)

.../3

It will be noted from the chart on the preceding page that a high percentage of the ridership generated at the Lorne Park Station would be diverted from patronage currently utilizing the Clarkson and Port Credit GO Stations. After assessing the potential to attract new patrons from the developments within the catchment area of the Lorne Park GO Station, it was concluded that due to a number of factors, new ridership would be minimal. These underlying considerations are discussed in more detail in the Appendix of the report.

3. Station Site Investigation

Following a cursory examination of the area around Lorne Park Road, TATOA identified 3 potential site locations which they felt warranted further investigation.

The first of these sites, (A) is located east of Lorne Park Road, north of the CN right-of-way and backing on a residential development. From the outset it was determined that this location was not suitable to either auto or transit access and was thus not recommended.

The second site (B) is situated just east of Lorne Park Road, south of the CN right-of-way, adjacent to a small shopping plaza. The area immediately east of this site is slated for development and the developer is preparing to extend a road through the subdivision which would connect to Lorne Park Road. This site has been identified by TATOA as the preferred location for a station.

Site (C) is situated west of Lorne Park Road, south of the CN line in an area which has recently been released for residential development and for which the plan of subdivision has been authorized for registration.

The following table provided a comparative estimate of station development costs of the three sites identified by TATOA:

I-9-(a)

COST COMPARISON TABLE

	<u>SITE A</u>	<u>PREFERRED</u>	
		<u>SITE B</u>	<u>SITE C</u>
1.	PROPERTY ACQUISITION	N. OF C.N.R. E. OF LORNE PARK	S. OF C.N.R. E. OF LORNE PARK
2.	PARKING LOT CONSTRUCTION	\$320,000 (4.0 Acres)	\$525,000 (3.3 Acres)
3.	STATION BLDG. CONSTRUCTION	\$ 80,000	\$ 80,000
4.	PEDESTRIAN UNDER- PASS	\$150,000	\$150,000
5.	ACCESS ROAD	\$ 12,000	N/A
6.	BUS BAY CONSTRUCTION	\$ 15,000	\$ 15,000
7.	STATION PLATFORMS ILLUMINATION FENCING & SHELTERS, ETC.	\$100,000	\$100,000
	TOTAL	\$1,088,000	\$1,206,000
	TOTAL (NO PARKING)	465,000+	465,000+
	POSSIBLE PARKING CAPACITY	420	420
	COST PER PARKING STALL	2,590	2,870
			2,590

I-9-(h)

.../5

4.

Environmental Effects

Following field inspections of the potential station sites, it was determined that station locations identified earlier in this report would be consistent with both present and future land uses.

Although no noise measurements were taken at this time at the various sites, it was felt that additional train related noise levels, air pollution, visual intrusion, etc., would be indiscernible due to the fact that the Lakeshore rail corridor is presently one of the most highly utilized corridors in the CN system and train movements through the area are in excess of 100 trains per day. Bearing the foregoing in mind, the study team concluded that there would be no serious environmental impact associated with a Lorne Park Road Station.

5.

Land Use and Other Services

After reviewing both existing and proposed land use as well as estimating the road and traffic requirements in the area of Lorne Park, the representative for the City concluded that the station site located in area B would have no adverse effects.

6.

Implications to Existing Rail Operations

As the initial phase of this study was directed at estimating ridership demand, the selection of potential station sites assessing the impact on present and future land use, and environmental considerations, etc., it was felt that there would be no need for CN's participation in the initial phase of the study; once, however, these matters had been resolved by the study team CN would be approached for their input into the operational aspects of the service. Through its daily relationship with the CN, TATOR has ascertained that it would cost approximately \$4000. for the railway to run a computer simulation which would determine the impact of a station at Lorne Park on their train operation and schedules. The study team felt that the decision to proceed with the simulation should await the outcome of this review.

5-9-(i)

.../6

7.

Considerations

Before making a final recommendation on the feasibility of a station at Lorne Park, the study team identified the following four points as being most relevant:

1. A large proportion of the ridership attracted to the Lorne Park Station would be drawn from patrons presently using Clarkson or Port Credit GO Stations.
2. New ridership from the areas presently planned for development would be negligible.
3. The introduction of a station stop at Lorne Park would add 5-10 minutes to the train cycle time which could affect "on-time" performance of the Lakeshore GO system or require more trains.
4. A walk-in station, as suggested by local ratepayers, would attract very low ridership and create street parking problems at the station site.

8.

Conclusions

New ridership at the Lorne Park site is not expected to grow appreciably over the study period due to a number of factors, such as achievement of local employment objectives, accessibility, and sensitivity to change, etc.

A station site which did not allow for parking would attract low ridership and have limited growth potential; in addition, the lack of parking facilities at the station site would create parking problems on local streets.

It was agreed that ridership estimates for the area around Lorne Park under a "full service" concept would approximate 400-450 exits per day. The majority of these being attracted from other GO stations and a small number being new riders.

Preliminary estimates of the development of a station site at Lorne Park with parking would be in excess of 1.2 million dollars in railroad costs, i.e. new trackage, right-of-way, would be additional to the 1.2 million already noted.

9.

Recommendation

NO GO RAIL STATION TO BE PROVIDED AT LORNE PARK

I-a-(j)

A P P E N D I X

Mr. L. Schwabl,
Chief Project Planner,
Transit Office

From: A. Mouaket,
Urban & Regional Planning Office

Attention:

Date: February 24, 1977

Our File Ref.

In Reply To

Subject:

LORNE PARK GO STATION

Upon your request, this office has investigated the potential demand of GO Service to the Lorne Park Road area of Mississauga. The analysis considered four service possibilities:-

1. Full Service
2. Limited Service (3 or 4 trains per day in peak direction)
3. Full Service - No parking provided
4. Limited Service - No parking provided

Generally the Lorne Park Station ridership would be diverted from surrounding stations.

The following describes the procedures followed and the results obtained:-

1. Full Service

- a) The catchment area for the Lorne Park Station was defined to consist of T.A.R.M.S. Zones 990, 991, 998, 999, based on the limitation to access resulting from the Q.E.W. to the North, and on the competition from Port Credit and Clarkson Go Stations. (See attached map). The proximity to the Clarkson Go Station (1.5 miles) and the Port Credit Go Station (3.5 miles) also suggests that the catchment area of the three stations will overlap and GO ridership from these four zones will be split amongst the three stations.
- b) The Go Transit Survey of October 22, 1975, revealed the following information on the distribution of trips destined to the Lorne Park catchment area

Destination Zone	Exit Station	Port Credit	Clarkson
990		26	133
991		86	1
998		69	9
999		1	145
All Zones		910	1,070

I-9-(2)

- 2 -

The survey responses at Port Credit represented 46.8% (910/1944) and at Clarkson 49.8% (1070/2145) of the total exits from each station on survey day.

c) A licence plate trace carried out in April 1974 at Port Credit and Clarkson Stations gave the origin within each of the four zones of park and ride-driver trips to these stations. Using this information and the relative ease of road access to each station, a percentage shift to the new station was estimated. Some patrons at Port Credit and Clarkson were assumed not to shift because of confirmed behaviour or because of other non-home based trips built into their existing pattern.

Destination Zone	Present Station	Port Credit	Clarkson	Percentage Shift To Lorne Park
990		85%	35%	
991		45%	85%	
998		20%	85%	
999		85%	40%	

d) Based on the information presented in Sections 1 (b) and 1 (c), full service at Lorne Park would generate the following ridership (24 hour exits) :

$$\begin{aligned} & (26 \times 0.85 + 86 \times 0.45 + 69 \times 0.20 + 1 \times 0.85) / 0.468 \\ & + (133 \times 0.35 + 1 \times 0.85 + 9 \times 0.85 + 145 \times 0.40) / 0.498 \\ & = 161 + 227 \\ & = \underline{388}, \text{ about 400 daily passengers per direction.} \end{aligned}$$

Based on 1975 ridership figures Clarkson would drop to 1911 exits/day and Port Credit to 1778.

I-9-(m)

2. Limited Service

a) The following statistics pertain to peak hour exits at Clarkson and Port Credit Go Stations

	Wed. Oct. 22, 1975			Wed. Nov. 17, 1976		
	PM Pk Hr Exits	Total Daily Exits	%	PM Pk Hr Exits	Total Daily Exits	%
Port Credit	898	1944	46.2	842	1936	43.4
Clarkson	1014	2145	47.3	1144	2432	46.9

Previous experience shows that when limited service is provided, some users tend to reschedule their departure so as to travel within the limits of the service. This generally increases the peak portion, say by about 5%. Hence, we assume that for limited service, about 50% of the 24 hour total exits will be peak hours; therefore, Lorne Park limited service will attract about 200 passengers.

3. Full Service - No Parking Facilities - and
Limited Service - No Parking Facilities

a) From the October 22, 1975 Survey, the submodal split at Clarkson Station was observed to be as follows:-

Mode	%
Walk	27
Bus	2
Bicycle	3
Park & Ride Driver	41
Park & Ride Passenger	4
Kiss & Ride	23

The Lorne Park submodal split would probably exhibit much the same characteristics as Clarkson except that the walk access is much more restricted at Lorne Park, and the Bus Service would probably be poorer.

I-9-(n)

Clarkson is presently served by two routes on 30 minute headways while Lorne Park would probably be served by one at the most.

The estimated submodal split for Lorne Park would be as follows:-

Mode	%
Walk	10
Bus	1
Bicycle	3
Park & Ride- Driver ...	51
Park & Ride- Passenger	5
Kiss & Ride	30

If no parking facilities were provided at Lorne Park, the Park and Ride-Driver and Passenger trips would remain at Clarkson and Port Credit.

The resulting ridership estimates would be:-

Full Service - No Parking = 170
Limited Service - No Parking = 90

4. Growth Potential

a) The estimates provided have been based on 1975 ridership counts. To provide an indication of the future potential of Lorne Park Station, the Streetsville Commuter Rail Service Demand Forecast was consulted. This report estimated the following percentage growth on ridership at Clarkson and Port Credit:-

Ridership Station	% Growth 1975 - 1981	% Growth 1975 - 1986
Port Credit	2%	31%
Clarkson	24%	48%

I-a-(0)

The Lorne Park catchment area, however, makes up only a small part of the Clarkson and Port Credit catchment areas, and because this area is already well established the majority of the increased ridership for these two stations will probably come from other parts of their catchment areas.

It is estimated that for 1981, the ridership will be about 5% greater than 1975 and for 1986, 15%.

The projected ridership for the four service levels for the three years can then be summarized as follows:-

Service Level	Year 1975	1981	1986	Lorne Park Ridership (24 hr. Exits) Estimate people
Full Service	400	410	450	
Limited Service	200	200	220	
Full Service- No Park	170	180	200	
Limited Service-No Park	90	90	100	

It should be noted that the ridership at Lorne Park is basically attracted from other existing stations at Port Credit and Clarkson. (See attached Chart 1).

Lorne Park will not generate any significant new ridership on its own. Some ridership might be lost at other stations west of Lorne Park because of the increased trip time resulting from the addition of an extra station. It is difficult to assess the impact of an extra five minutes of travel on ridership because we do not have enough information to analyze elasticities.

I-9-(P)

RECOMMENDATIONS

The above estimates may or may not justify the addition of an extra station on the basis of revenue. However, I do not recommend a station be added at Lorne Park for the following reasons:-

1. It is not needed; the basic ridership is attracted from other stations.
2. It adds a nuisance to long distance commuters; i.e. it adds 5 minutes to their trips.
3. It destroys the nature of the commuter rail service which is supposed to have well spaced stations in the suburbs.

Mouaket
Abe Mouaket,
Transportation Planner.

AM/et

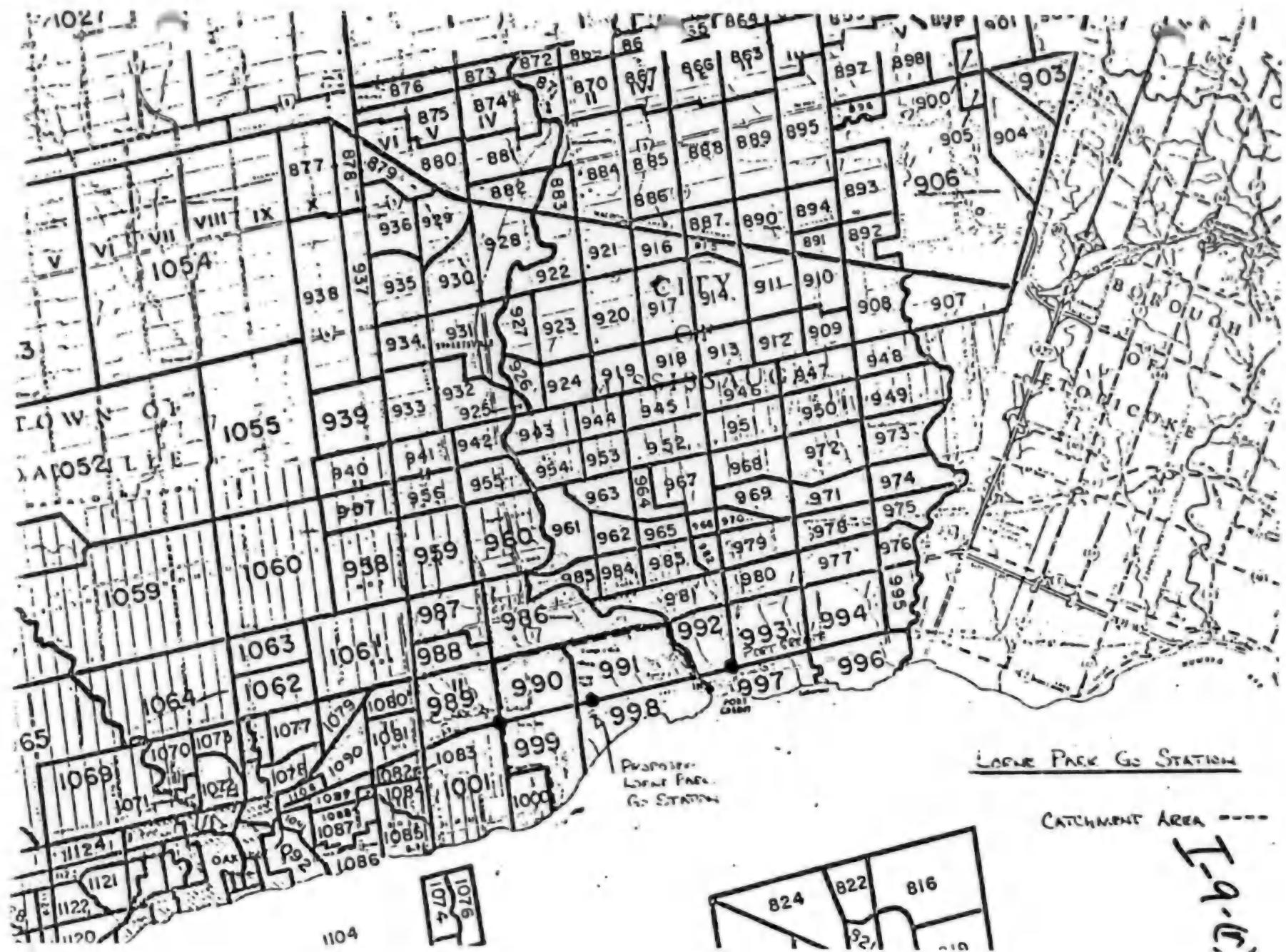
Attachs.

I-a-(g)

RIDERSHIP SUMMARY

(Total Daily Exits)

Year	Daily Ridership			Service Level Lorne Park	Explanation
	Clarkson	Lorne Park	Port Credit		
1967	550	100	900	Limited	Avg. Wkdy. - Oct.
1968	893	-	1243	- -	Avg. Wkdy. - Oct.
1975	2145	-	1944	- -	Wed. Oct. 22
1975(est)	1911	400	1778	Full	
1975(est)	2028	200	1861	Limited	
1975(est)	2045	170	1873	Full - No Park	
1975(est)	2092	90	1907	Limited-No Park	
1976	2432	-	1936		Wed. Nov. 17
1981(Est)	2250	-	1750		Streetsville
1981(est)	2010	410	1580	Full	
1981(est)	2133	200	1667	Limited	
1981(est)	2145	180	1675	Full - No Park	
1981(est)	2197	90	1713	Limited-No Park	
1986(est)	2700	-	2250	- -	Streetsville
1986(est)	2437	450	2063	Full	
1986(est)	2571	220	2159	Limited	
1986(est)	2583	200	2167	Full - No Park	
1986(est)	2643	100	2208	Limited- No Park	



1-415)

Mr. L. Schwabl,
Chief Project Planner,
Transit Office.

From: Urban & Regional Planning Office,
5th Floor, West Tower.

enion:

Date: April 5, 1977.

File Ref.

In Reply To

bject:LORNE PARK GO STATION

The purpose of this memo is to re-evaluate the ridership estimates provided for the Lorne Park Go Station in light of the revised population projections supplied by Mississauga. The methodology used to estimate the original ridership figures was explained in a memo to the Transit Office dated February 27, 1977.

The catchment area for the Lorne Park Station has been defined as TARS zones 990, 991, 998 and 999. The Mississauga zones were grouped to approximate the four TARS zones. Unfortunately the two systems are not compatible and some arbitrary assumptions had to be made with respect to zone splitting and population allocation. The table below illustrates the results:

TARS ZONE	TEST 5 ASSUMED POPULATION	MISSISSAUGA REVISED POPULATION (APPROX)
990	5993	7150
991	8286	7135
998	8256	9800
999	7809	11200
TOTAL:	30344	35285

In the above table, the revised population figures are about 5000 higher than the Test 5 figures. Assuming a 40% labour participation rate, this would represent an increase of about 2000 one-way work trips per day. The problem is to determine where these additional people will work.

I-4-44

The trip distribution process considers a number of factors in determining the origin and destination of each work trip:

1. Employment in Downtown

The total number of trips attracted to the downtown area is determined by the number of jobs in the downtown. It is not affected by population changes outside the area.

2. Share of Downtown Employment

The total number of trips attracted downtown is shared by all corridors. To increase the share of one corridor is to reduce the share of others. Such a change is subject to a number of factors:

a. Employment in areas other than downtown - The Mississauga Employment/Population ratios for 1971 and 1986 are listed below:

YEAR	E/P
1971	.386
1986 (Test 5)	.484

Such an increase in the ratio indicates greater self-sufficiency. Hence, it is reasonable to conclude that the majority of the new population growth will likely be oriented within Mississauga and not downtown Toronto.

b. Relative Accessibility - The relative accessibility of the destinations with respect to the origin zone affect the probabilities of distribution. Given the projected transportation improvements in the north-south corridor to Square 1, the jobs in Mississauga would have relatively higher accessibility compared to jobs in downtown Toronto. This suggests that the impact of the additional population in the Lorne Park catchment area on the re-distribution of the downtown trip shares by corridor is likely to be insignificant.

In light of the factors discussed above, no adjustment in the ridership estimates is warranted at this time and hence, none is recommended.

Abe Mouaket
Abe Mouaket,
Transportation Planner.

1-4107

Three sites were selected for evaluation, the choice of an optimum station site being dependent on several factors.

- a) Platforms should be located on Tangent section of track (required width 24' centre platform and 16' minimum side platform).
- b) Platform length should be capable of accommodating 10 car trains. Minimum acceptable length 900'.
- c) Sufficient property should be available for parking needs, kiss and ride facilities and possible direct bus connections. A requirement of 3 to 4 acres was assumed.
- d) Walking distances from parking lot to platform should preferably be less than 1000' (1500' maximum).
- e) Stations should be located within walking distance of local transit routes (1000-1500').
- f) Good road access should be available from major arterials.
- g) Stations should be spaced not closer than 2-3 miles apart for maximum efficiency of rail operations.

In conjunction with the above, consideration was given to property costs, access costs, zoning, environmental aspects, requirements for pedestrian underpasses and the possible effect of future proposed roadway grade separations.

In order to obtain good vehicular access and interface with Municipal Transit operations, the sites chosen for evaluation are generally located in close proximity to major arterials.

STATION SITE EVALUATION

I-9-(v)

SCHEME A

East side of Lorne Park Road, north side of C.N.R. right-of-way.

Advantages

1. Station site located at a mid point between the present Clarkson and Port Credit Stations (approximately 2 mile spacing).
2. Lands undeveloped at the present time.
3. Total cost of this site development would be approximately \$100,000 less than Scheme B.

Disadvantages

1. Circuitous access from arterial road system through quiet residential area.
2. Proposed grade separation at Lorne Park Road and C.N.R. will create further deficiencies in the accessibility to this site.
3. Excessive cost would be involved in the development of parking facilities at this site due to the extremely rough terrain.
4. Strong public reaction could be anticipated as a result of the environmental impact of locating parking within this naturally treed setting.
5. Local transit interface servicing would be extremely difficult due to the circuitous residential street routings and distances from Lorne Park Road.
6. Parking lot elevation would be approximately 20 feet lower than the rail elevation requiring an extreme number of stairs for station access.

SCHEME B (Preferred Scheme)

East of Lorne Park Road, south of the C.N.R. right-of-way.

Advantages

1. In anticipation of the acceptance of the road extension of Queen Street adjacent to this site, access to the station is extremely good.

3. Site is relatively flat requiring minimal cost implications in developing the parking facilities.

4. Local transit interface could be accommodated with the provision of bus bays on Queen Street with a relatively short walking distance to the rail platform access point.
5. This form of land use would be in keeping with the proposed zoning and existing shopping centre adjacent to the site with minimal direct impact from an environmental point of view on the adjacent residential community.
6. Station site located at a mid point between Clarkson and Port Credit Stations (approximately 2 mile spacing).

Disadvantages

1. As a result of higher property costs, this site would be approximately \$100,000 more to develop than Schemes A and C.

SCHEME C

West of Lorne Park Road, south of C.N.R. right-of-way.

Advantages

1. Lands undeveloped at the present time.
2. Total cost of this site development would be approximately \$100,000 less than Scheme B.

Disadvantages

1. This site would create an unbalanced spacing of 1.0 mile to Clarkson Station and 2.9 miles to Port Credit Station.
2. Circuitous access from arterial road system through quiet residential area.
3. Excessive cost would be involved in the development of parking facilities at this site due to the extremely rough terrain.
4. Strong public reaction could be anticipated as a result of the environmental impact of locating parking within this naturally treed setting.
5. Local transit interface servicing would be extremely difficult due to the circuitous residential street routings and distances from Lorne Park Road.

- 3 -

I-9-(x)

6. Parking lot elevation would be approximately 20 feet lower than the rail elevation requiring an extreme number of stairs for station access.

I-a-(4)

COST COMPARISON TABLE

RECOMMENDED SCHEME

	SCHEME A N. of C.N.R. - E. of Lorne Park	SCHEME B S. of C.N.R. - E. of Lorne Park	SCHEME C S. of C.N.R. - W. of Lorne Park
1. Property Acquisition	\$320,000 (4.0 acres)	\$525,000 (3.3 acres)	\$320,000 (4.0 acres)
2. Parking Lot Construction	\$411,000	\$336,000	\$411,000
3. Station Bldg. Construction	\$80,000	\$80,000	\$80,000
4. Pedestrian Underpass	\$150,000	\$150,000	\$150,000
5. Access Road	\$12,000	N/A	\$12,000
6. Bus Bay Construction	\$15,000	\$15,000	\$15,000
7. Station Platforms, Illumination, Fencing & Shelters, etc.	\$100,000	\$100,000	\$100,000
TOTAL	\$1,088,000	\$1,206,000	\$1,088,000
Possible Park- ing Capacity	420	420	420
Cost Per Parking Stall	\$2,590	\$2,870	\$2,590



Toronto Area Transit Operating Authority

3625 DUFFERIN STREET, DOWNSVIEW, ONTARIO M3J 1Z2 (416) 630-2835

I-Q-(2)

MEMBERS
K. C. McNATT
Chairman
P. V. GUTHRIE
Municipality of Metropolitan
Toronto
L. H. PARSONS
Regional Municipality of Peel
G. E. WRIGHT
Regional Municipality of York
Managing Director
W. T. HOWARD

April 27, 1977

Mr. A. Cormier
Head, Operational Projects
Transit Office
Planning and Development Division
Ministry of Transportation
and Communications
Third Floor, West Tower
1201 Wilson Avenue
Downsview, Ontario

Dear Sir:

Re: Lorne Park Commuter Station Study

As promised at the last meeting of the Study Committee, attached please find a report insert to cover a "walk-in" station consideration.

I trust this information is sufficient, however, if there is any further questions please do not hesitate to get in touch.

Yours very truly,

Clelland
H. W. Clelland
Manager
Plant Division

Attach.

Implications

Implications of Operating a "Walk-In" Station

The obvious advantages of reverting to a "walk-in" station as opposed to a regular station with parking facilities are a) reduction in property costs and b) reduction in parking lot construction costs. But the following factors would still have to be considered along with their cost implications.

- i) There would be a 66% drop in ridership. The catchment area for the station would be reduced to within a 1,200' radius.
- ii) There would still be need to acquire property for locating the station building, providing kiss 'n ride facilities and local transit interfacing to make up for ridership loss. Thus the saving in property requirements would be limited to the area required for parking facilities only.
- iii) The capital costs of construction of station building, platform, canopy, pedestrian underpass, erection of shelters, paving and grading for kiss 'n ride and bus bays would still be involved.
- iv) There is a strong possibility that prospective patrons would use the side streets or adjacent plaza parking lot to park in. This would undoubtedly raise protests from local citizen groups and owners of stores in the shopping plaza.
- v) In the absence of some sort of kiss 'n ride facility, drivers would use the local streets for this purpose causing traffic congestion and irritation to local residents.
- vi) To compensate for the absence of parking facilities, the need for local transit access to the station would become very evident and Mississauga Transit would be required to accommodate this demand.
- vii) Not located in a very dense residential neighbourhood to draw significant walk-in ridership.
- viii) Maintenance operations for station building, platform shelters would still be required as well as station attendants.

LORNE PARK COMMUTER STATION

I-9-(bD)

Annual Operational Cost Estimate

1. Station attendants salaries (based on 2 persons - shift basis)	\$35,000
2. Maintenance Costs (including snow removal, painting, electrical repairs, equipment rentals, salaries of workers and supervisory staff, etc.) @ \$60.00 per parking stall yearly	<u>\$25,000</u>
TOTAL	\$60,000

Capital Cost Estimate

1. Property Acquisition	\$75,000
2. Station Building Construction and Grading	\$90,000
3. Pedestrian Underpass	\$150,000
4. Bus Bay Construction (2 Bus Bays)	\$15,000
5. Station Platforms, Illumination, Fencing, etc.	\$120,000
6. Erection of Shelters	<u>\$15,000</u>
TOTAL	\$465,000

NOTE: The above estimate does not include any allowance
for railway plant costs if required, i.e. station,

I-a-(cc)



T-304-4.1.1
FILE REF : 22-121-00009

April 26, 1977

Mr. A.J. Casey,
Transit Office,
Ministry of Transportation and Communications,
F3 West Tower,
1201 Wilson Avenue,
Downsview, Ont.
M3M 1J8.

Dear Mr. Casey,

re : Lorne Park GO Station Study

With reference to the Minutes of the Meeting of April 19, 1977,
I wish to advise you as follows concerning site access and existing
and proposed roads in the area.

1. Lorne Park Road is an existing residential collector street (north/south) which connects to Lakeshore Road (signalized) and crosses the CNR at grade. Most traffic would utilize Lorne Park Road to gain access to the general area of a possible station.
2. Proposed residential development to the east incorporates an east/west collector street, which is an extension of Queen Street in the existing built-up area of Port Credit. There will be a north/south collector street connecting Lakeshore to Queen Street and intersecting Lakeshore Road at a future signalized intersection located approx. 1800 ft. east of the Lorne Park / Lakeshore Road intersection. Queen Street will be continued westerly to intersect Lorne Park Road opposite the south leg of Albertson Crescent. This intersection could be signalized if necessary.
3. The need for a grade separation of Lorne Park Road and the CNR has been established based on the standard exposure index rating method. A feasibility study for a grade separation has been done, and the project is currently scheduled for 1978 in the 5 year Capital Budget. However, City Council has resolved not to construct a grade separation at present.

continued ...

~~LORNE PARK AND GARDENS~~

I-9-104

Environmental Considerations:

SCHEME A:

This site is located east of Lorne Park Road, north of the CNR right-of-way at the termination point of Fair Birch Drive. The site is similar to Site A in that it is located in a naturally treed setting on undeveloped land, through which Wenleigh Creek passes. The terrain is rough requiring parking facilities to be located approximately twenty feet lower than the rail elevation.

The scenic attributes of the site are noteworthy; reeds and rushes in the low flood plain area of the creek, and an attractive birch, poplar and maple woodlot rising with the land to either side.

The site has recreational potential and may presently be used by children in the adjacent residential area as a natural playground.

Access to the site would be provided through a quiet residential area via Fair Birch Drive. Provision of public transit to the site would be difficult due to the circuitous residential street routings. The increased traffic volumes in the residential area would disturb the existing residential community.

Similarly, near by residents may perceive a slight increase in train noise due to the acceleration, deceleration, idling and slow movement of the trains.

SCHEME B: Preferred Scheme

This site is located east of Lorne Park Road and south of the CNR right-of-way. The land is presently undeveloped existing primarily as scrub and open land with the occasional birch or oak tree. The flat terrain facilitates provision of the facility and reduces costs. The site is compatible with existing land use, in that it lies adjacent to Lorne Park Shopping Plaza, in an area zoned for commercial use. A number of stores in the Plaza are vacant, indicating a condition of economic stress. The provision of a transit station at this location may provide an economic boost to the Plaza.

T.A.(es)

- 2 -

re : Lorne Park GO Station Study

I trust that these points adequately summarise the status of
existing and proposed roads in the area.

Yours very truly,

R. Wanless

R.K. WANLESS, P.Eng.,
Traffic and Transportation
Engineer

RKW:jb

cc : R. Stryland

J-9-668

.../2

SCHEME B continued...

A subdivision complex is located to the north of the CNR tracks and a large residential development is proposed for the area east of the site. Private vehicle and public transit access to the site is readily available from Lorne Park Road.

Similarly to Scheme A, residents in the area may experience a slight noise level increase due to the deceleration, acceleration, idling and slower speed of the trains.

SCHEME C:

This site is situated at the western termination point of Bramblewood Lane, west of Lorne Park Road and south of the CNR right-of-way. The site is presently undeveloped existing as a naturally treed setting, characterized by a varied vegetative cover including species of pine, cedar and birch, along with some scrub. A narrow, fast-moving tributary of Birchwood Creek passes through the site.

The terrain in the area is rough requiring the parking lot facilities to be located approximately twenty feet below the elevation of the CNR railway.

Access to the site would be provided via Bramblewood Lane, which presently services only a few homes in a very low-density residential area. The use of Bramblewood Lane as a commuter access route would increase traffic in the area, resulting in noise level increases, safety problems, and community disruption. The provision of local transit services would be difficult due to the circuitous residential street routings and the distance from Lorne Park Road. Access from Bramblewood Lane onto the site would also require a crossing of the creek.

A slight increase in noise levels can be expected due to the deceleration, acceleration and idling of trains at the station. The proximity of this station to the Clarkson and Port Credit stations may also result in a decrease in the operating speed of the trains between stations, also contributing to noise levels. However, this increased noise should be relatively imperceptible to the residents in the area due to the large number of trains presently passing through the area.

5-10



Office of the
Treasurer
of Ontario

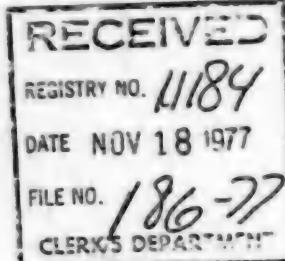
Ministry of Treasury
Economics and
Intergovernmental Affairs

Frost Building
Queen's Park
Toronto, Ontario
416/965-6361

M7A 2R7

November 14, 1977

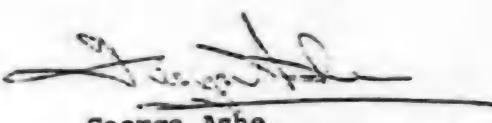
Mr. L.M. McGillivray,
Deputy City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.



Dear Mr. McGillivray:

The Treasurer of Ontario, the Honourable W. Darcy McKeough, has asked me to thank you for your letter of October 26, 1977 concerning the City of Mississauga's requested amendment to The Public Utilities Act to prohibit the payment of remuneration to a head of council as a member of a hydro electric commission or public utilities commission. In response to the Report of the Joint AMO/ACRO Committee on Remuneration, the Ministry is reviewing the provisions of present legislation, respecting existing authority for the remuneration and expenses of members of council and local boards of a municipality. The Treasurer has asked me to assure you that the City of Mississauga's requested amendment will be considered carefully during the Ministry's review of present legislation.

Yours sincerely,


George Ashe,
Parliamentary Assistant
to the Treasurer of Ontario.

TO BE RECEIVED



The Regional Municipality of Peel

J-11

November 16, 1977

Mr. T. L. Julian
Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

RECEIVED

REGISTRY NO.	11177
DATE	NOV 17 1977
FILE NO.	66-77
CLERK'S DEPARTMENT	

Dear Sir

Subject: Region of Peel Land Severance Policy
Our Reference: P-133-77

At its November 3, 1977 meeting the Region of Peel Planning Committee considered a report from the Commissioner of Planning which dealt specifically with an appeal to the Ontario Municipal Board from a Land Division Committee decision on Application Number B 77/77C Town of Caledon. This report also contained the following recommendation which dealt generally with the Region's Land Severance Policy:

"That the Planning Staff be instructed to revise the Regional Land Severance Policies, in order to remove the existing conflict between the Regional and the Draft Town of Caledon Official Plan by retaining a maximum of two severances per 100 acre original farm lot in Brampton and Mississauga and permitting not more than 3 severances per original 100 acre farm lot in Caledon in accordance with the Council recommendation which supported the Town of Caledon Draft Official Plan;

And further, that the Land Division Committee and the Area Municipalities be so advised;

And further, that an appeal to the Ontario Municipal Board from the Land Division Committee decision on Application B 77/77C (E. Glasford) in the Town of Caledon be lodged by the Regional Solicitor on behalf of the Region be withdrawn."

This recommendation was approved by Regional Council at its meeting on November 10, 1977.

Richard L. Frost, M.A.
Regional Clerk

R.G.
...../nb
LEB

✓ TO BE RECEIVED.
COPY HAS BEEN SENT
TO R. EDMUNDSON.

1. ONTARIO L6T 2V1 - TELEPHONE (416) 457-9400

1-12



November 16, 1977.

His Worship Mayor J.A. Clarkson,
Town of Caledon,
Caledon East, Ontario.

Dear Mayor Clarkson (may I call you John?),

How are things up in North Peel? We don't hear much down south here about any problems in Caledon so you and your efficient administration must have things well "in hand".

I am enclosing a copy of a report that appeared in last night's paper, on the chance that delivery is slow out there in the country and that you might not have yet seen it. By the same token, as our local mail delivery down here is not all that reliable, I am sending this by special courier to your H.Q. in Bramalea and they can route it along with the usual dispatches to your good offices.

You will note that the report makes statements such as "Curfew likened to police state", "is getting close to martial law". Would you believe that the report even claims Mayor Clarkson suggests that "one way to break the by-law, if it's ever adopted would be to flood the streets with youngsters after 10 p.m. Police simply couldn't respond to such a mass challenge".

Now, my first reaction is that it is obvious to me that a person in such a responsible position as yours would not make such "irresponsible" statements as those quoted above. In fairness to the press, I'm not suggesting that there are misquotes. The only alternative I'm left with is that someone(?) is using your responsible name to make "irresponsible" statements.

I would welcome you to be present at our next Council meeting (November 28th at 7:30 p.m.) when the "curfew" will be debated and you can "set the record straight". You could confirm that you, as a Mayor and a friendly neighbour, wouldn't make any statements that would appear to be "meddling" in a neighbouring community's affairs, let alone make statements that (in my opinion) appear to be close to inciting insurrection.

2/.....

TO BE RECEIVED

I-12 7th

MAYOR CLARKSON

NOVEMBER 16, 1977

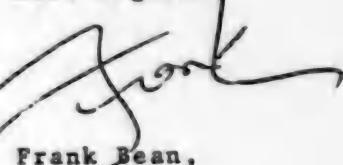
You could also confirm that you know (as well as I do) that it really isn't a "curfew" law but a "loitering" law and isn't a new by-law but an existing law.

I, too, have some questions that I will raise at that Council meeting. I attempted to have the "issue" sent back for staff reports when it was first brought up at General Committee and was defeated 7 - 1.

I'll reserve a front seat for you in front of the T.V. cameras (I'm sure that our viewers would love to see the distinguished Mayor in "action"). If you'd like to smoke a cigar, I'll reserve a back row seat.

We'll even serve a cup of coffee which is something you didn't get when you were here with Regional Council roadshow.

Best regards



Frank Bean,
Councillor,
City of Mississauga
and Region of Peel.

/lm

1
15-12-101

Curfew likened to police state

STAR
NOV 15/71

Mississauga's proposal to impose a 10 p.m. curfew on youngsters "is getting close to martial law," Caledon Mayor John Clarkson said yesterday.

"I don't think things are quite that bad that you have to keep kids off the streets," he told council.

One way to break the bylaw, if it's ever adopted, would be to flood the streets with youngsters after 10 p.m. Police simply couldn't respond to such a mass challenge, said Clarkson.

It's doubtful that Peel Region would pay for the 100 police personnel needed to enforce the by-law, he added.



R763245

I-13

Ontario Municipal Board

IN THE MATTER OF Section 35
of The Planning Act (R.S.O.
1970, c. 3491,

- and -

IN THE MATTER OF an application
by The Corporation of the City
of Mississauga for approval of
its Restricted Area By-law
610 -76

Lands located
on the east side
of Stavebank Road
north of Queensway
West

APPOINTMENT FOR HEARING

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the
7th day of February, 1978 at the hour of ten o'clock
(local time) in the forenoon at the Board's Chambers,
180 Dundas Street West (8th Floor) in the City of Toronto
for the hearing of all parties interested in supporting
or opposing this application.

If you do not attend and are not represented at this
hearing, the Board may proceed in your absence and you
will not be entitled to any further notice of the
proceedings.

In the event the decision is reserved, persons taking
part in the hearing may request a copy of the decision
from the presiding Board Member. Such decision will be
mailed to you when available.

DATED at Toronto this 9th day of November, 1977

SECRETARY

This Hearing is being held primarily to decide whether the above-mentioned
by-law should or should not be approved. Requests for changes will only be
considered by special leave granted by the Board and if sufficient advance
notice has been given to the Clerk of the municipality to permit notice of
such requests to neighbouring property owners. It should be noted also that
any decision made at this hearing is subject to the right of any person
interested to apply for an amendment under Section 35(12) of The Planning Act.

✓ TO BE RECEIVED.
COPIES HAVE BEEN CIRCULATED
IN ACCORDANCE WITH THE
BOARD'S DIRECTION

I-14



A 77747

Ontario Municipal Board

Lands located at:
2233 Hurontario St.

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
The Corporation of the City of
Mississauga from a decision of
the Committee of Adjustment of
the City of Mississauga



APPOINTMENT FOR HEARING

The Corporation of the City of Mississauga having appealed
from a decision of the Committee of Adjustment of the City
of Mississauga dated the 5th day of May, 1977, whereby the
Committee granted an application by Edrich Construction
Company Limited for a variance from the provisions of By-law
5500 of the City of Mississauga, as amended, to permit the
extension of a previous approval to operate a private health
club for a further temporary period of ten years, whereas
the said by-law does not expressly provide regulations for
such a use, the lands in question being composed of part of
Lot 15, Concession 1, S.D.S. and known municipally as 2233 Hurontario
Street, upon the conditions set out in the said decision;

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday,
the 3rd day of January, 1978, at the hour of ten
o'clock (local time) in the forenoon, at the Board's
Chambers, 180 Dundas Street, West, 8th Floor, in the City
of Toronto, for the hearing of all persons who desire to be
heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing,
the Board may proceed in your absence and you will not be
entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in
the hearing may request a copy of the decision from the
presiding Board Member. Such decision will be mailed to you
when available.

DATED at Toronto this 10th day of November, 1977.

✓ TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK

SECRETARY



T-15
A 771303

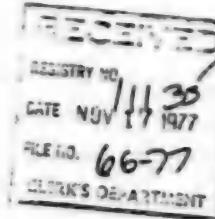
Ontario Municipal Board

Lands located at:
3351 Cawthra Rd.

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
Lopet Limited, Orolo Developments Ltd. and October Investments Inc. from the conditions imposed in a decision of the Regional Municipality of Peel Land Division Committee



APPOINTMENT FOR HEARING

Lopet Limited, Orolo Developments Ltd. and October Investments Inc. having appealed from the conditions imposed in a decision of the Regional Municipality of Peel Land Division Committee dated the 7th day of August, 1977 whereby the Committee granted its application for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of 150 feet on Cawthra Road (Regional Road # 17), an average depth of 338.84 feet and an area of 50,826 square feet, the lands in question being composed of part of Lot 4, according to Registered Plan A-25, known municipally as 3351 Cawthra Road, in the City of Mississauga, upon the following conditions set out in the said decision:

1. That this consent decision lapses August 7th, 1979.
2. Receipt of a gratuitous conveyance to the Regional Municipality of Peel of a: (a) Road widening approximately 200 feet (60.960m) long and 27 feet (8.2370 m) in perpendicular width along Cawthra Road with the area of the widening being included in the area of the subject and residual lands as approved (b) 50 foot (15.240m) daylighting triangle at the north east corner of Cawthra Road and Bloor Street East; (c) One foot reserve abutting the north east limited of the above widening and daylighting triangle except for the northerly 50 feet being the width of the residual lands.
3. Receipt of a letter from the City of Mississauga Engineering, Works and Building Department indicating that satisfactory arrangements have been made with respect to: (a) gratuitous conveyance of a road widening approximately 312' (95.049 m) long and a width of 17 feet (5.182m) from the first 200 feet (60.960 m) from Cawthra Road, then tapering at a rate of 2.5 feet (0.762 m) per 100 feet (30.480 m) along the balance of the frontage; (d) Gratuitous conveyance of a one foot reserve 100 feet (30.480 m) long from Cawthra Road along Bloor Street East.
4. That the existing one storey frame house shown as number 3351 on the sketch accompanying the application, be demolished or relocated in accordance with the provisions of the restricted area (zoning) by-law.

THE ONTARIO MUNICIPAL BOARD hereby appoints Monday, the 28th day of November, 1977 at the hour of half past ten o'clock (local

✓ TO BE RECEIVED
COPY HAS BEEN SENT TO
M. TAYLOR, R. EDMUNDS & B. CLARK

1-15-(a)

- 2 -

A 771303

time) in the Bramalea Civic Centre, Bramalea for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto, this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



A 771304

I-16

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act, (R.S.O. 1970,
c. 349) as amended,

- and -

Lands located
on Burslem Road
between Dundas
Street East and
Crevenan Road

IN THE MATTER OF an appeal by
Donald Frederick Anson Slater
and Blanche Slater from a
decision of the Regional
Municipality of Peel Land
Division Committee

RECEIVED
REGISTRY NO 1136
DATE NOV 17 1977
FILE NO. 66-77
CLERK'S DEPARTMENT

APPOINTMENT FOR HEARING

Donald Frederick Anson Slater and Blanche Slater
having appealed from a decision of the Regional
Municipality of Peel Land Division Committee dated
the 4th day of August, 1977 whereby the Committee
granted an application by Leslie I. Bodrogi and
Patricia A. Bodrogi for consent to the conveyance,
mortgage or charge or to an agreement for the sale
and purchase of a parcel of land having a frontage
of approximately 50.13 feet on Burslem Road, an
average depth of 148.5 feet and an area of 7436
square feet, the lands in question being composed
of part of Lot 14, according to Registered Plan 446,
formerly in the Town of Mississauga, now in the City
of Mississauga; upon the conditions set out in the
said decision.

THE ONTARIO MUNICIPAL BOARD hereby appoints Friday,
the 2nd day of December, 1977 at the hour of half
past ten o'clock (local time) in the forenoon at the
Bramalea Civic Centre, Bramalea for the hearing of
all persons who desire to be heard in support of or
in opposition to the appeal.

If you do not attend and are not represented at
this hearing, the Board may proceed in your absence
and you will not be entitled to any further notice
of the proceedings.

✓ TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK

T-16-(a)

- 2 -

A 771304

In the event the decision on this appeal is reserved, persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto, this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



A 771201

T-17

Ontario Municipal Board

Lands located
on Haig Boulevard
north of Brooks Drive

IN THE MATTER OF Section 42
of The Planning Act (R.S.O.
1970, c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
The Corporation of the City of
Mississauga from a decision of
the Regional Municipality of
Peel Land Division Committee

RECEIVED
REGISTRY NO. 11138
DATE NOV 17 1977
FILE NO. 66-77
CLERK

APPOINTMENT FOR HEARING

The Corporation of the City of Mississauga having appealed
from a decision of the Regional Municipality of Peel Land
Division Committee dated the 30th day of June, 1977, whereby
the Committee granted an application numbered B 120/77-M
by Gilbert L. Boland and Walter Maumovich for consent to
the conveyance, mortgage or charge or to an agreement for
the sale and purchase of a parcel of land having a frontage
of 60 feet on Haig Boulevard and an area of approximately
7,866 square feet, the lands in question being composed
of part of Block B, according to Registered Plan 305; upon
the conditions set out in the said decision;

THE ONTARIO MUNICIPAL BOARD hereby appoints Monday, the
28th day of November, 1977 at the hour of half past ten
o'clock (local time) in the forenoon at the Bramalea Civic
Centre, Bramalea for the hearing of all persons who desire
to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing,
the Board may proceed in your absence and you will not be
entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part
in the hearing may request a copy of the decision from

✓ TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUND & B. CLARK

I-17 (a)

A 771201

- 2 -

the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



I-18

A 77875

Lands located
on Dixie Road
north of Aimco
Boulevard

Ontario Municipal Board
IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
John Pez from the conditions
imposed in a decision of the
Regional Municipality of Peel
Land Division Committee

RECEIVED
REGISTRY NO 111320
DATE NOV 17 1977
FILE NO. 66-77
CLERK'S DEPARTMENT

APPOINTMENT FOR HEARING

John Pez having appealed from the conditions imposed in a decision of the Regional Municipality of Peel Land Division Committee dated the 12th day of May, 1977, whereby the Committee granted an application numbered B 33/77-M by G. and B. Pez for consent to the conveyance mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of approximately 71.3 feet on Dixie Road, an average depth of approximately 344 feet and an area of 24,424 square feet, the lands in question being composed of part of Lot 2, Concession 4, W.H.S. formerly in the Town of Mississauga and now in the City of Mississauga, upon the following conditions set out in the said decision:

1. That this consent decision lapses May 14th, 1979.
2. Subject to the payment of Municipal and Region of Peel lot levies as applicable at date of issue of the Certificate under Section 42, Subsection 20 of the Planning Act, R.S.O. 1970 as amended.
3. Payment of cash in lieu of 5% parks dedication with respect to the subject lands.
4. Receipt of a letter from the Region of Peel Public Works Department indicating that the sanitary sewer system is functional and provisions have been made for connections to the subject lands and residual lands.
5. Receipt of a letter and/or receipts from the City of Mississauga Engineering, Works and Building Department indicating that satisfactory arrangements have been made with respect to:
(a) Payment for construction of arterial road and watercourse improvements; (b) Site plan approval for building and access locations and grading as per Resolution 109/73; (c) Levies for curb, sidewalk and mud tracking control and grading as per Resolution 109/73; (d) Cash contribution towards the future reconstruction of Durie Road across the frontage of the subject lands; (e) Removal or demolition of the existing house.
6. That an agreement, satisfactory to the City of Mississauga Legal & Engineering Department and the Credit Valley Conservation Authority, be entered into with the City of Mississauga and/or the Credit Valley Conservation Authority with respect to approval of site plans, and the disposition, if any, of the plus or minus 70 foot strip of land indicated on the sketch accompanying the application, and the disposition, if any, of a right-of-way from Durie Road to the plus or minus 70 foot strip of land; said agreement to be binding on heirs, assigns, successors etc. and be registered on the title of the subject and residual lands.

✓

TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK

I-18-(a)

- 2 -

A 77875

7. Receipt of a letter from Hydro Mississauga indicating that satisfactory arrangements have been made with respect to financial agreements for underground services.
8. Receipt of a letter from the City of Mississauga Zoning Supervisor indicating that the subject lands comply with the provisions of the restricted area (zoning) by-law with respect to, among other things, lot frontage, or alternatively that any variances be approved by the appropriate authorities and that this approval is final and binding.
9. That the conditions on the decisions for applications "B" 31/77-M and "B" 32/77-M be fulfilled.

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the 29th day of November, 1977 at the hour of half past ten o'clock (local time) in the forenoon at the Bramalea Civic Centre, Bramalea for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto, this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



I-19

A 77874

Lands located
on Dixie Road
north of Aimco
Boulevard

Ontario Municipal Board

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970
c. 349) as amended,

- and -

REG 5127 10
11132

DATE NOV 17 1977

FILE NO. 66-77

IN THE MATTER OF an appeal by
John Pez from the conditions
imposed in a decision of the
Regional Municipality of Peel
Land Division Committee

APPOINTMENT FOR HEARING

John Pez having appealed from the conditions imposed in a decision of the Regional Municipality of Peel Land Division Committee dated the 12th day of May, 1977, whereby the Committee granted an application numbered B 32/77-M by G. and B. Pez for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of approximately 71.3 feet on Dixie Road, an average depth of 309 feet and an area of 21,974 square feet, the lands in question being composed of part of Lot 2, Concession 4, W.H.S. formerly in the Town of Mississauga and now in the City of Mississauga, upon the following conditions set out in the said decision:

1. That this consent decision lapses May 14th, 1979.
2. Subject to the payment of Municipal and Region of Peel lot levies as applicable at date of issue of the Certificate under Section 42, Subsection 20 of the Planning Act, R.S.O. 1970 as amended.
3. Payment of cash in lieu of 5% parks dedication with respect to the subject lands.
4. Receipt of a letter from the Region of Peel Public Works Department indicating that the sanitary sewer system is functional and provisions have been made for connections to the subject lands and residual lands.
5. Receipt of a letter and/or receipts from the City of Mississauga Engineering, Works and Building Department indicating that satisfactory arrangements have been made with respect to:
(a) Payment for construction of arterial road and watercourse improvements; (b) Site plan approval for building and access locations and grading as per Resolution 109/73; (c) Levies for curb, sidewalk and mud tracking control and grading as per Resolution 109/73; (d) Cash contribution towards the future reconstruction of Durie Road across the frontage of the subject lands; (e) Removal or demolition of the existing house.
6. That an agreement, satisfactory to the City of Mississauga Legal & Engineering Department and the Credit Valley Conservation Authority, be entered into with the City of Mississauga and/or the Credit Valley Conservation Authority with respect to the approval of site plans, and the disposition, if any, of the plus or minus 70 foot strip of land indicated on the sketch accompanying the application, and the disposition, if any, of a right-of-way from Durie Road to the plus or minus 70 foot strip of land; said agreement to be binding on heirs, assigns, successors etc. and be registered on the title of the subject and residual lands.

✓ TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK

1-19-(a)

- 2 -

A 77874

7. Receipt of a letter from Hydro Mississauga indicating that satisfactory arrangements have been made with respect to financial agreements for underground services.
8. Receipt of a letter from the City of Mississauga Zoning Supervisor indicating that the subject lands comply with the provisions of the restricted area (zoning) by-law with respect to, among other things, lot frontage, or alternatively that any variances be approved by the appropriate authorities and that this approval is final and binding.
9. That the conditions imposed on the decision for application "B" 31/77-M be fulfilled.

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the 29th day of November, 1977 at the hour of half past ten o'clock (local time) in the forenoon at the Bramalea Civic Centre, Bramalea for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto, this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



I-20

A 77873

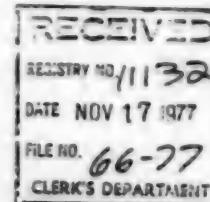
Ontario Municipal Board

Lands located
on Dixie Road
north of Aimco
Boulevard

IN THE MATTER OF Section 42 of
The Planning Act (R.S.O. 1970,
c. 349) as amended,

- and -

IN THE MATTER OF an appeal by
John Pez from the conditions
imposed in a decision of the
Regional Municipality of Peel
Land Division Committee



APPOINTMENT FOR HEARING

John Pez having appealed from the conditions imposed in a decision of the Regional Municipality of Peel Land Division Committee dated the 12th day of May, 1977, whereby the Committee granted an application numbered B 31/77-H by G. and B. Pez for consent to the conveyance, mortgage or charge or to an agreement for the sale and purchase of a parcel of land having a frontage of approximately 71.3 feet on Dixie Road, an average depth of 285 feet and an area of 20,235 square feet, the lands in question being composed of part of Lot 2, Concession 4, W.H.S. formerly in the Township of Mississauga and now in the City of Mississauga, upon the following conditions set out in the said decision:

1. That this consent decision lapses May 14th, 1979.
2. Subject to the payment of Municipal and Region of Peel lot levies as applicable at date of issue of the Certificate under Section 42, Subsection 20 of the Planning Act, R.S.O. 1970 as amended.
3. Payment of cash in lieu of 5% parks dedication with respect to the subject lands.
4. Receipt of a letter from the Region of Peel Public Works Department indicating that the sanitary sewer system is functional and provisions have been made for connections to the subject lands and residual lands.
5. Receipt of a letter and/or receipts from the City of Mississauga Engineering, Works and Building Department indicating that satisfactory arrangements have been made with respect to:
(a) Payment for construction of arterial road and watercourse improvements; (b) Site plan approval for building and access locations and grading as per Resolution 109/73; (c) Levies for curb, sidewalk and mud tracking control and grading as per Resolution 109/73; (d) Cash contribution towards the future reconstruction of Durie Road across the frontage of the subject lands; (e) Removal or demolition of the existing house.
6. That an agreement, satisfactory to the City of Mississauga Legal and Engineering Department and the Credit Valley Conservation Authority, be entered into with the City of Mississauga and/or the Credit Valley Conservation Authority with respect to the approval of site plan and the disposition, if any, of the plus or minus 70 foot strip of land indicated on the sketch accompanying the application and the disposition, if any, of a right-of-way from Durie Road to the plus or minus 70 foot

TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK

1-20-(a)

- 2 -

A 77873

strip of land; said agreement to be binding on heirs, assigns, successors etc. and be registered on the title of the subject and residual lands.

7. Receipt of a letter from Hydro Mississauga indicating that satisfactory arrangements have been made with respect to financial agreements for underground services.
8. Receipt of a letter from the City of Mississauga Zoning Supervisor indicating that the subject lands comply with the provisions of the restricted area (zoning) by-law with respect to, among other things, lot frontage, or alternatively that any variances be approved by the appropriate authorities and that this approval is final and binding.

THE ONTARIO MUNICIPAL BOARD hereby appoints Tuesday, the 29th day of November, 1977 at the hour of half past ten o'clock (local time) in the forenoon at the Bramalea Civic Centre for the hearing of all persons who desire to be heard in support of or in opposition to the appeal.

If you do not attend and are not represented at this hearing, the Board may proceed in your absence and you will not be entitled to any further notice of the proceedings.

In the event the decision is reserved persons taking part in the hearing may request a copy of the decision from the presiding Board Member. Such decision will be mailed to you when available.

DATED at Toronto, this 14th day of November, 1977.

SECRETARY

NOTICE:

As this is a sitting involving a number of appeals it is recommended that you contact the office of the Regional Solicitor to determine the order in which these matters may proceed. The final schedule will be prepared at the commencement of the sittings. You are therefore reminded that the hearings scheduled for a full week may have to be rescheduled from time to time and, if necessary, in the event of non-completion of all hearings may be put over to a subsequent sitting.



City of Mississauga

MEMORANDUM

K-1

To Mayor and Members of Council
From Purchasing and Supply
REGISTRY NO. 11320
Dept. Treasury

DATE NOV 21 1977
FILE NO. 21-77
CLERK'S DEPARTMENT

November 18th, 1977

SUBJECT: Tender TPA -1- 1977 - Purchase of One (1) Phototypesetter

ORIGIN: J. Kaakee - Director of Public Affairs

COMMENTS: Listed below is a summary of the tenders which were received and opened at the Public Tender Opening of Tuesday, November 15th, 1977.

Total Cost

a) Compugraphic Canada Ltd. \$17,700.00
b) ITEK \$14,940.00

Funds have been provided in the 1977 budget under account number 02550-22.

RECOMMENDATION: That Tender TPA -1- 1977 for the Purchase of One (1) Phototypesetter be awarded to ITEK, as being low tenderer.

Estimated cost: \$16,000.00 Total expenditure - \$14,940.00 plus applicable taxes.

W. H. Munden
W. H. Munden
City Treasurer

✓ TO BE RECEIVED
RESOLUTION AVAILABLE



R-2

**Mississauga Transit
MEMORANDUM**



To Mayor & Members of Council
From E. J. Dowling
City of Mississauga
Dept. _____

General Manager
Dept. _____

November 18, 1977

Ladies & Gentlemen:

SUBJECT: Tender T-MT-6-1977 for the Supply and Delivery
of 24 Urban Transit Vehicles

COMMENTS: At a public tender opening, two bids were received for the supply and delivery of 24 urban transit vehicles and summarized as follows:

- Flyer Industries	\$1,810,008
(one million, eight hundred and ten thousand, and eight dollars)	
- Diesel Division General Motors of Canada	\$1,866,254.40
(one million, eight hundred and sixty-six thousand, two hundred and fifty-four dollars, and forty cents)	

As we commenced our evaluation, it was evident that we would have to request additional prices on the dual stream rear doors, as the suppliers bid on two different types. Both companies supplied prices on the rear doors and after careful examination, it was decided that the touch bar door system would be sufficient for our operation.

✓ **TO BE RECEIVED
RESOLUTION AVAILABLE**

....2

FOR:

Mayor & Members of Council

- 2 -

November 18, 1977

R-2-(a)

Based on the additional information, we evaluated both tenders submitted and adjusted their prices accordingly, as follows:

- Flyer Industries	\$1,803,480
(one million, eight hundred and three thousand, four hundred and eighty dollars)	
- Diesel Division General Motors of Canada	\$1,821,422.40
(one million, eight hundred and twenty-one thousand, four hundred and twenty-two dollars and forty cents)	

Department Estimate:
\$1,803,000.00
Approved in Capital Budget:
\$2,148,772.00

Both of these tenders have been submitted to the Ministry of Transportation & Communications for their evaluation and they have confirmed, in writing, that our adjusted bids are accurate and that they will provide 75% subsidy to the lowest bid received. (Funding for the purchase of these buses was approved in the capital budget of transit in 1977.)

RECOMMENDATION:

Based on the Transit Department's evaluation, it is recommended that Tender T-MT-6-1977 for the supply and delivery of 24 urban transit vehicles be awarded to Flyer Industries in the amount of \$1,803,480 (one million, eight hundred and three thousand, four hundred and eighty dollars); this being the lowest tender received.

Respectfully submitted,

E.J. Dowling

E. J. Dowling
General Manager

EJD/mf



City of Mississauga

MEMORANDUM

To Mayor and Members of Council From Purchasing and Supply
Dept. Treasury

November 15th, 1977

SUBJECT:

TENDER TPS -15- 1977 - INVENTORY ITEMS

ORIGIN:

Central Stores, Mavis Road.

COMMENTS:

The tender analysis has been governed by the following criteria:

- (a) Cost analysis based on not only the lowest price tendered but also ability of any given potential supplier to provide requirements in relatively short term period and thus assist the City in maintaining reduced inventory levels and investment.
- (b) Assistance and willingness on the part of any given company to assist the City in elimination of duplication and obsolescence for any given inventory item.
- (c) A 12 month firm price was requested and the majority of recommended suppliers complied. The small proportion which did not comply were, however, considered.

Stores items range from automotive parts (e.g. lighting, ignition, filters etc.) to general hardware. There are approximately 4,000 inventoried items and one of the main objectives is to eliminate duplication and obsolescence and to standardize on as many items as is possible.

Detailed breakdown of our recommendation is on the attached lists.

.....2

TO BE RECEIVED
RESOLUTION AVAILABLE

R-3-(u)

-2-

RECOMMENDATION: That Tender TPS -15- 1977 for Central Stores Inventory Items be awarded to the following companies:

<u>Supplier</u>	<u>Estimated Expenditure for 1978</u>
Western Automotive	\$ 18,900.32
Lewis Automotive	\$ 7,695.64
Davies Auto Electric	\$ 1,008.43
Filter Renu	\$ 3,662.09
Valley Blades	\$ 5,687.32
Johnston and Magwood	\$ 7,780.01
Cochrane and Dunlop	\$ 20,769.78
Garant Inc.	\$ 3,834.70
Nisco Safety	\$ 2,612.35
Flame Tamer	846.62
Safety House of Canada	\$ 7,575.80
Fielding Chemical	\$ 1,053.20
S. F. Lawrason	567.00
Glenford Paper	\$ 12,701.10
Carefree Home Products	\$ 2,549.36
Wyant and Co.	\$ 8,083.78
Casselman and Co.	\$ 7,081.21
Trojan Chemical Ltd.	\$ 140.30
W. R. Breen	\$ 3,655.65
Canadian Pittsburgh	\$ 1,390.12
Niagara Paint Co.	\$ 6,219.81
Mallory Battery	\$ 2,066.72
Haldane Electric Ltd.	\$ 7,396.42

Total value of Tender is estimated at \$133,277.73.



W. H. Munden
City Treasurer

CC:yc
Encl.

CITY OF MISSISSAUGA
GENERAL SECTION
TENDER TPS -15- 1977

12-3-67

	Hardware	First Aid & Safety	Custodial	Paint & Related	Electrical
Cochrane Dunlop	\$17,871.91		\$ 2,309.74	\$ 588.13	
Nisco Safety		\$2,612.35			
Garant	\$ 3,834.70				
Flame Tamer		\$ 846.62			
Safety House Canada		\$7,575.80			
Fielding Chemical			\$ 1,053.20		
Western Automotive			\$ 747.80		
S. F. Lawrason			\$ 567.00		
Glenford Paper			\$12,701.10		
Carefree Home			\$ 2,549.36		
Wyant			\$ 8,083.78		
Casselman			\$ 7,081.21		
Trojan			\$ 140.30		
W. R. Breen			\$ 3,655.65		
Canadian Pittsburgh				\$1,390.12	
Niagara Paint				\$6,219.81	
Mallory Battery					\$2,066.72
Haldane Electric					\$7,396.42

CITY OF Mississauga
AUTOMOTIVE SECTION

TENDER TP 15- 1977

	Western Automotive	Lewis Automotive	Davies Automotive	Filter Renue	Johnston & Magwood	Valley Blades
Grease Fittings	\$ 112.99					
Wheel & Brake Parts		\$1,202.08				
Transmission		\$1,039.33				
Ignition	\$7,824.66					
Lighting	\$8,201.68					
Cooling Fittings	713.21					
Exhaust		897.97				
Carb. & Engine Parts		779.96	\$1,008.43 (small engine only)			
Wipers & Mirrors	\$1,299.98					
Seals & Bearings		\$1,388.93				
Filters				\$3,662.09		
Belts & Hose		\$2,189.50				
Misc.		197.87				
Tires and Service					\$7,780.01	
Plow Equipment						\$5,687.32



R-4

City of Mississauga

MEMORANDUM

To Mr. T.L. Julian
Dept. City Clerk

From Mr. B. Clark, Q.C.
Dept. City Solicitor

November 10, 1977.

RECEIVED	
REGISTRY NO.	10948
DATE	NOV 9 1977
FILE NO.	7-77
CLERK'S DEPARTMENT	

Dear Sir: Re: Malton Community Council
Report Request 301-77

Shortly after our conversation regarding this matter, Councillor McKechnie reached me by telephone and we had what I think was a very satisfactory conversation. My suggestion was "The Malton Community Federation" and I believe that Councillor McKechnie is seriously considering that name in place of The Malton Community Council.

I trust this is satisfactory.

Yours truly,

Basil Clark, Q.C.
City Solicitor.

/bd

TO BE RECEIVED



City of Mississauga
MEMORANDUM

R-4 (u)

To MR. T. JULIAN From COUNCILLOR F. McKECHNIE

Dept. CITY CLERK Dept.

November 8, 1977.

RECEIVED	
REGISTRY NO. 10824	
DATE NOV 8 1977	
FILE NO. 7-77	
CLERK'S DEPARTMENT	

I have a second item for General Committee or direct to Council for the next meeting.

The Malton Community Council are asking permission to incorporate using the previously mentioned name. As there are a number of other councils in Mississauga, such as the Social Planning Council, etc. the body will respectfully request permission to use the word "Council".

Thank you.

Frank McKechnie
Frank McKechnie.

/lm

TO BE RECEIVED. REPORT
 REQUESTED FROM B. CLARK
(R. #301-77)

GENERAL COMMITTEE OF COUNCIL

NOVEMBER 16, 1977

REPORT NO. 42-77

TO: The Mayor and Members of Mississauga Council

LADIES AND GENTLEMEN:

The General Committee of Council presents its forty-second report and recommends:

1469. That the rezoning application under File OZ/44/75, Leal Investments Limited, be refused; and further, that the Ward Councillor be requested to meet with the area residents to discuss a future land use for the site.

(04-1469-77) OZ/44/75

1470. That proposed plan of industrial subdivision T-24815, Nudale Developments Limited and Merity Development & Management Inc., be continued to be processed towards registration, subject to the developer providing a Letter of Undertaking to the City, satisfactory to the City Solicitor, with reference to the payment of levies.

(04-1470-77) T-24815

1471. That the concerns expressed by Mr. D. Hoerz with reference to retail and commercial uses in the City Core, be referred to the Planning Commissioner for a report to be considered by Council on November 28, 1977.

(04-1471-77) 184-77

1472. That the City of Mississauga endorse the resolution passed by the Town of Dunnville requesting the Treasurer of Ontario to amend the Shoreline Property Assistance Act 1973 to provide for a term of debentures not exceeding 20 years and to provide for the prepayment of debentures in any amounts repaid under Section 11 of the Act and the Honourable W. Darcy McKeough, the Association of Municipalities of Ontario and the Town of Dunnville be so informed.

(04-1472-77) 67-77

November 16, 1977

1473. That a resolution be passed directing the Treasurer, in accordance with Section 636 of the Municipal Act, to strike off the tax roll the uncollectable accounts attached to his report dated November 4, 1977, and numbered 1 to 76 summarized as follows:

	1974	1975	1976	1977	TOTAL
Realty	3465.93	4212.31	5481.73		13,159.97
Business	282.08	3657.53	29951.62	15.97	33,907.20
Total	3748.01	7869.84	35433.35	15.97	47,067.17

(04-1473-77) 20-77

1474. That the report dated November 4, 1977 from the City Manager with regard to in-service training courses through the Personnel Department, be received.

(04-1474-77) 40-77

1475. (a) That the by-law requesting the Minister of Housing to make an Order validating the title to 3583 Havenwood Drive, be passed.
(b) That the Clerk execute the Municipal Appraisal Form that is to accompany the by-law recommending validation.

(04-1475-77) 7-77

1476. (a) That the by-law requesting the Minister of Housing to make an Order validating the title to 1503 Glenburnie Road, be passed.
(b) That the Clerk execute the Municipal Appraisal Form that is to accompany the by-law recommending validation.

(04-1476-77) 7-77

November 16, 1977

1477. That the following resolution be passed by Council:

"Whereas the City of Mississauga requires land owned by the Ministry of Transportation and Communications being part of Lot 30, Conc. 2 S.D.S., as indicated on M.T.C. Plan P-3106-19, located on the north east corner of Southdown Road and Highway 2, for a pathway-bikeway system, along Sheridan Creek;
Be It Resolved that the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to pay market value for the said land."

(04-1477-77) 10-77
22-77

1478. That the Property Agent be authorized to arrange for the completion of the exchange of lands between the Royal Canadian Legion, Branch 528 and the City. (Legion Road Reconstruction - Lot 4, Plan 470 and Part of Block A, Plan 470.)

(04-1478-77) PN 75-144

1479. That the by-law amending Traffic By-law 234-75, as amended, be enacted and that the agreement forms accompanying the by-law revision, be executed by the Mayor and the Clerk. (Fire Access Route - 7280 Darcel Avenue, 1475 Bloor Street, 2929 Aquitaine Avenue, 2200 Roche Court and 2333 & 2343 Hurontario Street and 2339 and 2340 Park Towers Avenue.)

(04-1479-77) 86-77

1480. (a) That a 50' from corner parking prohibition be implemented on the east side of Roche Court, south of Fowler Drive.
(b) That the existing "No Parking Anytime" signs remain on the west side of Roche Court.
(c) That the by-law to amend Traffic By-law 234-75, as amended, to implement this change, be enacted.

(04-1480-77) 86-77

November 16, 1977

1481. (a) That "U" Turns be prohibited at any time on Hurontario Street from the South Service Road to 500 feet southerly.

(b) That "U" Turns be prohibited any time on Pinetree Way from Hurontario Street to 500 feet westerly.

(c) That right turns be prohibited on Hurontario Street at Pinetree Way from 6:30 a.m. to 9:00 a.m. Monday to Friday and that these signs be erected only if the "U" turn prohibition on Pinetree Way is not effective.

(04-1481-77) 86-77

1482. (a) That the City of Mississauga not agree to any expansion of the Regional Road System at this time.

(b) That the Commissioner of Engineering, Works and Building be requested to prepare a report on any unresolved problems relating to the Regional Road System.

(04-1482-77) 35-77
18-77

1483. That the proposed condominium CDM 77-052, 313908 Ontario Limited, located on the north-west corner of Rathburn Road and Meadows Boulevard, be recommended for approval to the Ministry of Housing, subject to the conditions outlined in the Planning Staff report dated November 1, 1977.

(04-1483-77) CDM 77-052

1484. That the City of Mississauga not object to applications to the Ontario Municipal Board by the Borough of Etobicoke for approval of Restricted Area By-laws 4227, 4228, 4229 and 4230, which are by-laws to amend Township of Etobicoke Zoning By-law, Town of Mimico Zoning By-law, Town of New Toronto Zoning By-law and Village of Long Branch Zoning By-law respectively.

(04-1484-77) 100-77

November 16, 1977

1485. That the City of Mississauga not object to an application to the Ontario Municipal Board by the Borough of Etobicoke for approval of Restricted Area By-law 4231, which is a by-law to amend Town of New Toronto Zoning By-law 2215.

(04-1485-77) 100-77

1486. That the City of Mississauga not object to applications to the Ontario Municipal Board by the City of Brampton, for approval of Restricted Area By-laws 261-77, 262-77, 263-77 and 264-77, which by-laws deal with self service gasoline stations.

(04-1486-77) 75-77

1487. (a) That the Region of Peel be advised that the City of Mississauga does not take park licenses for the purposes of landscaping only.

(b) That the City of Mississauga not consider a park license for the area referred to (Ontario Hydro lands adjacent to the Queensway, Dixie Road to Cawthra Road) until such time as Ontario Hydro has completed a review of its policy and Council has had an opportunity to consider a further report on this matter by the Recreation and Parks Department.

(c) That Ontario Hydro be requested to review its policy and corporate responsibility for landscaping and treatment of transmission corridors within neighbourhoods and communities in urban areas.

(d) That the report dated November 7, 1977 from the Commissioner of Recreation and Parks, with respect to landscaping of Ontario Hydro lands adjacent to the Queensway, Dixie Road to Cawthra Road, be forwarded to the North Applewood Homeowners Association and the Sherway Homeowners & Recreation Association Inc.

(04-1487-77) 43-77
10-77
102-77

November 16, 1977

1488. (a) That the application dated October 28, 1977 to demolish the structure known as the "Hammond House", be referred to the Local Architectural Conservation Advisory Committee for its consideration and recommendation to Council.

(b) That the Recreation and Parks Department and the Planning Department prepare a report in this regard for consideration by the Local Architectural Conservation Advisory Committee at its next meeting scheduled for November 28, 1977.

(04-1488-77) 178-77

1489. (a) That further consideration of the report dated October 28, 1977 from the Commissioner of Engineering, Works and Building; Commissioner of Planning, and Commissioner of Recreation and Parks with regard to Tree Preservation Policies Program, be deferred to the November 30, 1977 General Committee meeting to allow the Urban Development Institute, Toronto Home Builders' Association, S.O.T.A.S. and all Mississauga Homeowners' Associations to meet with their members and prepare comments for Council.

(b) That the recommendations of the General Committee regarding this matter not be considered by Council until January 1978.

(04-1489-77) 120-77
34-77

1490. That Councillor F. Bean be appointed Chairman of the Transit Authority for 1977.

(28-1-77) 185-77

1491. That Councillor T. Butt be appointed Vice-Chairman of the Transit Authority for 1977.

(28-2-77) 185-77

-7-

November 16, 1977

1492. That a quorum of the Transit Authority be any three members.

(28-3-77) 185-77

1493. That the next meeting of the Transit Authority be held on December 15, 1977 at 10:00 a.m. at 975 Gillian Street.

(28-4-77) 185-77

1494. That the following be the terms of reference for the Mississauga Transit Authority:

- (i) To study and recommend Fiscal Policies to Council.
- (ii) To approve and recommend the overall Transit Policy.
- (iii) Recommend Fare Policies.
- (iv) To meet with Delegations, to receive petitions and to recommend a course of action to Council.
- (v) To recommend a suitable Transit Budget to Council.
- (vi) Long Range Planning

(28-5-77) 185-77

1495. That the Clerk's Department arrange a meeting between the Hon. James Snow, Minister of Transportation and Communications and the Mississauga Transit Authority to discuss in general terms the problems associated with providing a transit service for the residents of Mississauga.

(28-6-77) 185-77

November 16, 1977

1496. That the report dated November 1, 1977 together with the oral presentation by Mrs. Nancy Myron, Policy Planning, with respect to the Mississauga Transportation Study, be received.

(28-7-77) 185-77

1497. That the Chairman of the Transit Authority, Mr. F. Bean, be authorized to attend the Canadian Urban Transit Authority Fall Conference.

(28-8-77) 185-77

1498. That Mr. R. Nisbet, Supervisor of Taxicab Licensing, check the references submitted by Mr. Connolly in support of his application for a Mississauga Taxicab Driver's License and that Mr. Nisbet report the findings to the next meeting of the Taxicab Authority.

(10-41-77) 9-77A

1499. That a Mississauga Taxicab Driver's License not be issued to Mr. G. L. Duke, 29 High Park Boulevard, Toronto.

(10-42-77) 9-77A

1500. That Mr. J. R. Nisbet, Supervisor of Taxicab Licensing, prepare some guidelines for the implementation of a "Code of Dress" for Mississauga Taxicab drivers for discussion at the next meeting of the Taxicab Authority.

(10-43-77) 9-77A

1501. (a) That the computer print-out with respect to the Traffic Safety Council expenditures as of September 30, 1977, be received.
(b) That the purchase of twelve (12) magnetic identification signs, for the use of Inspection Committee members while acting as Inspectors, be authorized out of the approved 1977 Traffic Safety Council budget.

(19-78-77) 179-77

November 16, 1977

1502. (a) That the Traffic Safety Council proposed budget for 1978 be forwarded to the Finance Department for inclusion in the budget submissions to Council.

(b) That a report be prepared with respect to the \$2000.00 allocation in the 1978 proposed budget for Pro Drivers Courses, and the feasibility of working with the Peel Board of Education to reduce expenditures in this regard.

(19-79-77) 179-77

1503. That the letter dated September 13, 1977, from Mr. S. F. Andrunyk, President and General Manager of Ontario Safety League, with respect to the success of "Pro Driver" training courses, be received.

(19-80-77) 179-77

1504. That the letter dated September 19, 1977 from J. D. Leach, Safety Council Secretary for the Etobicoke Safety Council, with respect to concern over conversion of speed limits in School Zones, from 25 miles/hour to 40 kilometers/hour, be received.

(19-81-77) 179-77

1505. That the Police Department contact the Principal of Oakridge Public School and request that all school children be instructed not to walk to school along the North Service Road, and further that the parents of these school children be notified of this request, and further that the Police Department establish radar surveillance to control speeding on the North Service Road.

(19-82-77) 179-77

-10-

November 16, 1977

1506. (a) That school patrollers be located on Paisley Boulevard in front of Mary Fix School.
(b) That "No Stopping" signs be located on the south side of Paisley Boulevard in front of Mary Fix School.
(c) That the Dufferin Peel Roman Catholic Separate School Board be requested to install "One-Way Traffic" signs in the circle in front of Mary Fix School.

(19-83-77) 179-77

1507. (a) That no school crossing guard be located at the intersection of Queen Frederica Drive and Dundas Street East or at the intersection of Queen Frederica Drive and Dundix Road as warrants are not met at this time.
(b) That the Engineering Department be requested to consider imposing a "No Trucks" restriction on Dundix Road.

(19-84-77) 179-77

1508. (a) That a school crossing guard, and "School Crossing" signs, be located on Bromsgrove Road at the Sheridan Creek Walkway, as warrants are met at this time.
(b) That the Police Department continue radar surveillance on Bromsgrove Road.

(19-85-77) 179-77

1509. (a) That the times worked by the school patroller at the intersection of Fieldgate Drive and Taviton Court be extended in order to benefit more of the school children crossing at this intersection.
(b) That the Police Department work with the school principal to encourage the children, through a safety program, to take advantage of the school patroller at that intersection.

(19-86-77) 179-77

November 16, 1977

1510. (a) That the times worked by the school patroller at the intersection of Fieldgate Drive and Cardross Road be extended in order to benefit more of the school children crossing at this intersection.

(b) That the Police Department work with the school principal to encourage the children, through a safety program, to take advantage of the school patroller at that intersection.

(19-87-77) 179-77

1511. That no school crossing guard be located on Jaguar Valley Drive at the rear entrance to Cooksville Public School as warrants are not met at this time.

(19-88-77) 179-77

1512. That one additional crossing guard be located at the intersection of Council Ring Road and Glen Erin Drive as warrants for the second guard are met at this time.

(19-89-77) 179-77

1513. (b) That the Police Department be requested to provide radar surveillance on Lakeshore Road in the vicinity of John Street.

(b) That the Safety Division of the Police Department be requested to observe the intersection of Stavebank Road and High Street to determine if there are any hazards which would affect the school children.

(19-90-77) 179-77

1514. (a) That the Residential Condominium Development Committee advise Council on all aspects of condominium living, and the problems of condominium ownership.

November 16, 1977

ITEM 1514 CONTINUED

- (b) That the following areas be specifically included in the Terms of Reference of the Residential Condominium Development Committee:
 - (i) parking requirements
 - (ii) building standards
 - (iii) standards for condominium documentation
 - (iv) guidelines to staff for condominium approval
 - (v) information to be provided to condominium directors and owners, concerning their powers, privileges and the responsibilities of condominium living
 - (vi) investigation of builders' warranties and guarantees
- (c) That the following recommendation of Council, made at its meeting held September 23, 1974, be reaffirmed:

"That the Committee be further charged with the responsibility of submitting a report to Council on all aspects of condominium applications and not just documentation as in the past."
- (d) That representatives of all condominium corporations in the City of Mississauga be encouraged to contact the Residential Condominium Development Committee with respect to problems they are experiencing with the builder and/or setting up the condominium corporation.
- (e) That Mr. J. D. Lethbridge, Director of Urban Design, be requested to attend the November 22, 1977, meeting of the Residential Condominium Development Committee, to discuss ways and means of permitting the Committee to view the site plans for condominium developments, without interfering with the orderly processing of such approvals.

(09-68-77) 181-77

November 16, 1977

1515. That the following recommendation of the Residential Condominium Development Committee, made at its meeting held July 19, 1977 and adopted by Council at its meeting of August 15, 1977, be reaffirmed:

- (a) That the current procedure for approving condominium documents be re-affirmed, subject to the Condominium Development Committee compiling a list of approved alternatives to the standard documents.
- (b) That the Clerks Department be responsible for ensuring that no other amendments to the standard documents are permitted, without the Committee's approval.

(09-69-77) 181-77

1516. (a) That the letter dated October 31, 1977 from Mr. J. D. Lethbridge of the Planning Department, with respect to the proposed study by the Planning Department, regarding parking standards for non-residential land uses, be received.

(b) That the Clerk's Department contact the Boards of Directors of Industrial Condominiums in the Region of Peel to determine their views with respect to the adequacy of parking facilities.

(09-70-77) 181-77

1517. (a) That the report dated October 20, 1977 from Mr. T. Clark of the Legal Department, with respect to the control of pets in the proposed condominium located on Montevideo Road in Ward 4, be received.

(b) That the letter dated October 28, 1977 from Mr. Leonard Fine, Solicitor on behalf of Samuel Sarick Limited, developer of this proposed condominium, also in this regard, be received.

(09-71-77) 181-77

-14-

November 16, 1977

1518. That the information contained in the report entitled "Long Range Plan - System Expansion - South West Mississauga" prepared by Hydro Mississauga, be received; and further that this report be referred to the Planning Department, Recreation and Parks Department and the Council of South Mississauga Community Associations for comments, and further that Council express its concerns to Hydro Mississauga about the route proposed by the Hydro Commission.

(07-18-77) 50-77

1519. That the information concerning the applications received by the Planning Department during September 1977, be received.

(07-18-77) 12-77

1520. That a public meeting be held for the rezoning application under File OZ/8/77, Cider Mill Developments Limited.

(07-18-77) OZ/8/77

1521 That a public meeting be held for the rezoning application under File OZ/7/77, Ontim Investments Limited.

(07-18-77) OZ/7/77

1522. That the Conditions of Draft Approval dated November 1, 1977 and the Consolidated Report dated September 14, 1977 for proposed plan of subdivision T-75512, Galeway Estates Limited, be approved.

(07-18-77) T-75512

-15-

November 16, 1977

1523. That the Planning Staff Report dated September 6, 1977 recommending approval of the Official Plan and Zoning By-law application under File OZ/101/73, Pamcrest Enterprises Limited, be approved, subject to certain conditions as contained in the Planning Staff Report; and further that the site plan under File OZ/101/73, Pamcrest Enterprises Limited be approved, subject to the relocation of the solid screen fences to create larger privacy areas.

(07-18-77) OZ/101/73

1524. That a public meeting be held for the Doulton Drive/Mississauga Road Study Area.

(07-18-77) By-law 694-76

GENERAL COMMITTEE OF COUNCIL

NOVEMBER 23, 1977

REPORT NO. 43-77

TO: The Mayor and Members of Mississauga Council

LADIES AND GENTLEMEN:

The General Committee of Council presents its forty-third report and recommends:

1525. That the lands situated at the northwest corner of Cherriebell Road and Lakeshore Road, known as Lots 6, 7 & 8, Plan A-20, be released for processing from the Dixie Shorefront Secondary Use Plan, as requested by Mr. J. F. Coughlan.

(04-1525-77) 25-77

1526. That the by-law to accept the conveyance of a 10 foot road widening along Lakeshore Road from MacMillan & Black Limited, and to dedicate this conveyance as part of the municipal highway system, be passed by Council. (Committee of Adjustment Application 267/76.)

(04-1526-77) 32-77

1527. That the Property Agent be authorized to complete the exchange of lands between the City and the owner of 161 Church Street, whereby the City conveys part 1 on Plan 43R-5320 and in return receives a conveyance of part 10, Plan 43R-3261, plus payment of \$115.00 being the difference in the values of the two parcels, and that the draft deed in duplicate dated October 19, 1977 from the City to John A. Lindsay and Allison Lindsay, be executed by the City. (Church Street Widening)

(04-1527-77) PN 74-070

1528. That the Peel Board of Education and the Dufferin-Peel Separate School Board be invited to appoint a representative to the Planning Committee of the City of Mississauga.

(04-1528-77) 2-78
105-77

November 23, 1977

1529. That the letter dated November 1, 1977, from Mayor R. Searle addressed to Mr. N. Ryan, Chief Librarian in response to a letter dated October 31, 1977, from Mr. Ryan regarding the library's role in the City of Mississauga, be received.

(04-1529-77) 8-77

1530. That the sum of \$10,875.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with the Residual Parcel designated as part 3, on a plan dated February 1977 prepared by Marshall Macklin Monaghan, United Lands Corporation Limited, with an area of approximately 2.175 acres, zoned M1 Industrial.

(04-1530-77) 66-77

1531. That the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 43/77-M, United Lands Corporation Limited, located at the south-east intersection of South Sheridan Way and a proposed unnamed road, with an area of approximately 1.003 acres, zoned M1 Industrial.

(04-1531-77) 66-77

1532. That the sum of \$3,500.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 44/77-M, United Lands Corporation, part of Lot 32, Conc. 2 S.D.S., with an area of approximately 0.700 acres, zoned M1 Industrial.

(04-1532-77) 66-77

1533. That the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 45/77-M, United Lands Corporation, part of Lot 32, Conc. 2 S.D.S., with an area of approximately 1.000 acres, zoned M1 Industrial.

(04-1533-77) 66-77

November 23, 1977

1534. That the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 46/77-M, United Lands Corporation, part of Lot 32, Conc. 2 S.D.S., with an area of approximately 1.000 acres, zoned M1 Industrial.

(04-1534-77) 66-77

1535. That the sum of \$3,950.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 48/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.789 acres, zoned M1 Industrial.

(04-1535-77) 66-77

1536. That the sum of \$3,950.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 49/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.789 acres, zoned M1 Industrial.

(04-1536-77) 66-77

1537. That the sum of \$3,750.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 50/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.750 acres, zoned M1 Industrial.

(04-1537-77) 66-77

1538. That the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 51/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

(04-1538-77) 66-77

November 23, 1977

1539. That the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 52/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

(04-1539-77) 66-77

1540. That the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 53/77-M, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

(04-1540-77) 66-77

1541. That the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with the Residual Parcel, designated as part 7, Plan dated February 1977, by Marshall, Macklin Monaghan, Phi International Inc., part of Lot 33, Conc. 2 S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

(04-1541-77) 66-77

1542. (a) That Hydro Mississauga be issued a purchase order for \$10,000.00 to install streetlighting on Rathburn Road between Wilcox Road and Cawthra Road.
(b) That the funds for this project be taken from City Account No. 08680-84 (Capital Streetlighting from Current Accounts) for 1977.

(04-1542-77) 27-77
PN 77-042

November 23, 1977

1543. That the report dated November 15, 1977, from the Commissioner of Engineering, Works and Building, regarding the detention work required on the Cooksville Creek south of Eglinton Avenue, west of Highway 10 and north of Highway 403, be deferred for one week.

(04-1543-77) 144-77
T-74153

1544. (a) That the Dufferin-Peel Separate School Board be requested to consider using their parking lot at Our Lady of the Airways Separate School and the unopened Beverley Street road allowance for a school bus loading zone.

(b) That the City Solicitor be requested to prepare a report on the authority vested in Council when adopting recommendations of the Traffic Safety Council pertaining to school buses.

(04-1544-77) 86-77
179-77

1545. (a) That the Council of the City of Mississauga inform the Credit Valley Conservation Authority that the City is prepared to be the designated cost-sharing area and undertake the work in the matter of flood and erosion control works along the Sheridan Creek, from Lakeshore Road to Clarkson Road, described in Council recommendation No. 1247, dated October 11, 1977 subject to the Ministry of Natural Resources and C.V.C.A. agreeing to the proposed scheduling of the works and to their financial participation therein.

(b) That the C.V.C.A. be further requested to undertake the erosion control works in 1977/78 along the Sheridan Creek, between the C.N.R. spur line and Clarkson Road, estimated at \$200,000.00 and in accordance with the following revised C.V.C.A. formula being:

Province of Ontario	50%	\$100,000.00
Conservation Authority	2.5%	\$ 2,500.00
Benefiting Municipality	47.5%	\$ 97,500.00

November 23, 1977

ITEM 1545 CONTINUED

(c) That the C.V.C.A. and the residents of nos. 837, 841, 845, 849, 853, 857 and 861 Fletcher Valley Drive be informed that the residents will not be requested to contribute financially to the City's share of the proposed erosion control works along Sheridan Creek.

(04-1545-77) 54-77
53-77

1546. That the draft by-law to amend Traffic By-law 234-75, as amended, be approved, and that the agreement forms accompanying this by-law revision, be executed by the Mayor and the Clerk. (Fire Access Route 5536 Montevideo Road, 965 Inverhouse Drive and 60 Hanson Road.)

(04-1546-77) 86-77

1547. That a by-law be passed to close the original road allowance between Ranges 4 and 5, N.D.S. from Fifth Line West to Mississauga Road as requested by the Ministry of Transportation and Communications. (Highway 403 construction.)

(04-1547-77) 22-77
42-77

1548. That the Ontario Humane Society be granted permission to hold a parade on December 11, 1977, from the corner of Wolfedale and Burnhamthorpe Road to the Animal Shelter on Mavis Road.

(04-1548-77) 104-77
7-77

1549. That the report dated November 10, 1977 from the Commissioner of Engineering, Works and Building regarding the repair of roofs, Peel Condominium Corporation #24, be received.

(04-1549-77) 181-77

November 23, 1977

1550. That the Building Construction Report for the month of October 1977, be received.

(04-1550-77) 159-77

1551. That the proposed condominium CDM 77-034, Loycon Britannia Limited, be recommended to the Ministry of Housing for approval, subject to the conditions outlined in the Planning Staff report dated November 14, 1977.

(04-1551-77) CDM 77-034

1552. That the letter dated November 9, 1977, from the Town of Oakville with respect to Amendment 30 to the Official Plan for the Oakville Planning Area, be received.

(04-1552-77) 116-77

1553. That the secretaries who participated in the "Executive Secretary Update" Course be commended for their participation and interest in upgrading their skills and be presented with their certificates of achievement by Council.

(04-1553-77) 40-77

1554. That the City Solicitor be authorized to represent the City's interest in the Land Division Committee applications C.A."B" 31/77-M, 32/77-M and 33/77-M (J. Pez, Durie Road) to be considered by the Ontario Municipal Board on Tuesday, November 29, 1977.

(04-1554-77) 66-77

November 23, 1977

1555. That pursuant to The Expropriations Act, Mr. B. Wilkinson, Property Agent, be directed to acquire for the City that land designated as parts 6, 7 and 8 on Plan 43R-5116 dated July 9, 1977, such land to be used for part purposes. (Mississauga Meadows)

(04-1555-77) 120-77
10-77

1556. That Councillor McCallion be appointed Chairman of the Sign Committee.

(26-4-77) 183-77
2-77
4-77

1557. That the draft Election Sign By-law be amended to indicate the following:

- (i) That Election Signs are prohibited on public property.
- (ii) That Election Signs on private property be restricted to 16 sq. ft.
- (iii) That Election Signs not be displayed prior to the issuing of Writs for Federal and Provincial Elections and not more than six weeks prior to the date of a Municipal Election.

(26-5-77) 183-77
4-77

1558. That the report dated October 18, 1977 from Mr. K. A. Cowan, Director of Building Standards, outlining a cost analysis of administering and enforcing the Sign By-law 584-77, be referred to the 1978 Budget discussions.

(26-6-77) 183-77
4-77

November 23, 1977

1559. That the report dated September 26, 1977, from Mr. B. Clark, Q. C., City Solicitor, advising that Council cannot regulate the content of advertising signs, be received; and further, that any reference to the regulation of content in the Sign By-law 584-77 be deleted prior to the by-law receiving a third and final reading by Council.

(26-7-77) 183-77
4-77

1560. That the following recommendation made by the Street Names Committee on November 10, 1977, be referred back to the Street Names Committee:

"That the Letter dated October 28, 1977 from Mr. R. Frost, Regional Clerk, wherein he advised that the Region of Peel support the renaming of Fourth Line West in the Town of Caledon and the City of Brampton to Mississauga Road, be received."

(12-28-77) 37-77
(04-1560-77)

1561. That Councillor McKechnie, Chairman of the Street Names Committee, meet with Councillor McCallion of Ward 9 to obtain her comments on the conflict caused by the interruption of the continuous alignment of Mississauga Road by Queen Street in the former Town of Streetsville.

(12-28-77) 37-77
(04-1561-77)

1562. That permission for the use of the name "Murray Way" in the Liverton Investments Subdivision in Ward 4 be refused because it conflicts with existing street names in the Region of Peel.

(12-29-77) 37-77

1563. That that portion of Peak-O-Dawn Road east of Highway 10 be named Kirwin Avenue.

(12-30-77) 37-77

-10-

November 23, 1977

1564. That an L-shaped crossing be located on the north-west corner of Molly Avenue and Mississauga Valley Boulevard.

(19-91-77) 179-77

1565. That the Inspection Committee of Traffic Safety Council observe the intersection of Molly avenue and Burnhamthorpe Road to determine if there are safety hazards to school children.

(19-92-77) 179-77

1566. That a crossing guard be located at the intersection of Camilla Road and King Street as warrants are met at this time.

(19-93-77) 179-77

1567. That no school crossing guard be instituted on Brandon Gate Drive between St. Gabriel Separate School and Brandon Gate Public School as warrants are not met at this time.

(19-94-77) 179-77

1568. (a) That no crossing guard be located at the intersection of Glen Erin Drive and Shelter Bay Road.
(b) That the intersection of Glen Erin Drive and Shelter Bay Road be reviewed when additional development in the area warrants such a review.
(c) That the Police Department institute a safety education program in Shelter Bay Public School in conjunction with its on-going educational programmes in the schools.
(d) That School Children Crossing signs and pavement markings be located on Glen Erin Drive on the north side of Shelter Bay Road.

(19-95-77) 179-77

November 23, 1977

1569. That no school crossing guard be located at the intersection of Derry Road and Second Line West (Meadowvale) as warrants are not met at this time.

(19-96-77) 179-77

1570. That the report from the Inspection Committee of the Traffic Safety Council with respect to the need for a school crossing guard at Derry Road and Copenhagen Road be received.

(19-97-77) 179-77

1571. (a) That the crossing guard presently located west of Buckby Road be moved to the intersection of Buckby Road and Truscott Drive.
(b) That the school crossing guard supervisor, Mrs. C. Gaynor, monitor the intersection of Buckby Road and Truscott Drive to determine if the bus stops on Truscott Drive present a hazard to the school children using the crossing.

(19-98-77) 179-77

1572. That the school crossing signs and pavement markings, presently located on Constitution Boulevard between Vera Cruz Drive and Homeric Drive, be relocated to the intersection of Homeric Drive and Constitution Boulevard.

(19-99-77) 179-77

1573. That the following recommendation made by the Traffic Safety Council at its meeting on November 16, 1977, be referred back to the Traffic Safety Council:

"That no crossing guard be located at the intersection of Constitution Boulevard at Vera Cruz Drive and Sierra Boulevard as warrants are not met at this time."

(19-99-77) 179-77
(04-1573-77)

November 23, 1977

1574. (a) That an L-shaped crossing be located on the north-west corner of Little John Lane and Kirwin Avenue.

(b) That the By-law Enforcement Officer be requested to enforce the No Parking provisions on Little John Lane North of Kirwin Avenue.

(C) That the intersection of Little John Lane and Kirwin Avenue be reviewed after the Cooksville Public School is closed to determine if the crossing guard is still required.

(19-100-77) 179-77

1575. That sidewalks not be constructed on Glenburnie Road from the South Service Road to Mineola Road as warrants are not met at this time.

(19-101-77) 179-77

1576. (a) That the Inspection Committee of the Traffic Safety Council observe Dundas Street between Old Erindale Village and Credit Woodlands to determine if a guide rail is required to protect the school children walking to Springfield Public School and that this location be viewed at 8:00 a.m. on Tuesday, November 22, 1977.

(b) That a special meeting of the Traffic Safety Council be scheduled for Wednesday, November 23, 1977, at a time and place to be arranged, to consider the matter of the safety of school children from Old Erindale Village walking to Springfield Public School and the report from the Inspection Committee of Traffic Safety Council with respect to same, and that Mrs. Tosswell be invited to that meeting.

(19-102-77) 179-77

November 23, 1977

1577. (a) That the Vehicle count to be prepared by the Traffic Department with respect to Clarkson Road South, in the vicinity of the Gulf Oil Refinery, be referred to the Traffic Safety Council for its consideration.

(b) That the Police Department be requested to enforce the speed limits and traffic regulations on Clarkson Road South, in the vicinity of the Gulf Oil Refinery.

(19-103-77) 179-77

1578. That the Traffic Section of the Engineering, Works and Building Department be requested to investigate the question of visibility at the intersection of Liruma Road and Thorne Lodge Drive and to take the appropriate action.

(19-104-77) 179-77

1579. That the school crossing guards located at the intersection of Kendall Road and Dixie Road be removed as warrants are no longer met.

(19-105-77) 179-77

1580. That the matter of a crossing guard at the intersection of Canterbury Road and Atwater Avenue be deferred to the next regular meeting of the Traffic Safety Council, at which time a report from the Inspection Committee will be available.

(19-106-77) 179-77



City of Mississauga

MEMORANDUM

To All Members of Council

From T. L. Julian

Dept. _____

Dept. City Clerk

November 25, 1977

ADDITIONAL ITEMS FOR

CITY COUNCIL AGENDA

NOVEMBER 28, 1977

1. DEPUTATIONS

(a) FILE T-76037 - LONGMOOR BUILDING COMPANY

Mr. J. Rogers, on behalf of Longmoor Building Company, will appear before Council with respect to the East Streetsville Community - lands located on the west side of Creditview Road, north of McCaugherty Road. A representative of Longmoor Building Co. appeared before Council on February 28, 1977, at which time it was suggested that Mr. Edmunds include this proposed low-cost housing development in his report to outline the Planning Department's work-load and establish priorities.

General Committee, at its meeting held March 30, 1977, considered Mr. Edmund's report and recommended that this and several other proposed developments be included in the comprehensive report to be submitted to Council on the final public hearings of the Official Plan. This recommendation was adopted by Council on April 12, 1977.

(b) FILE 149-77 - MISCELLANEOUS SITE PLANS FILE 34-77 - POLICY FILE BY-LAW 67-77

Mrs. C. Chataway, Chairperson of the Committee to Revitalize Clarkson, will appear before Council with respect to the proposed McDonald's Restaurant at 1744 Lakeshore Road.

..... 2

2

ADDITIONAL ITEMS FOR CITY COUNCIL AGENDA - NOVEMBER 28, 1977

2. INFORMATION ITEMS

I-21 Letter dated November 23, 1977, from Mr. John McIntosh of 3384 Etude Drive, with respect to an article he had published in the Malton Mercury newspaper on November 10, 1977, opposing the curfew enforcement. To be received.

3. REPORTS FROM MUNICIPAL OFFICERS

R-5 FILE P.N. 76-127 - RECONSTRUCTION OF SECOND LINE EAST

Report dated November 24, 1977, from Mr. W. P. Taylor, Commissioner of Engineering, Works & Building, requesting that the City Treasurer be authorized to draw \$569,619.89 against the Letter of Credit received from Nudale Developments and \$134,553.85 against the Letter of Credit received from Glen Cove Developments, in connection with the reconstruction of Second Line East. To be received. Resolution available.



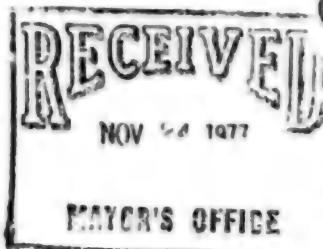
L. M. McGillivray
Deputy City Clerk

/kf

Attachments.

1-21

3384 Glade 1
(Malton) Mississauga



Out L4T-1
23 November

Mayor and Council
City of Mississauga.

Ladies and Gentlemen,

Attached is a copy of a letter I had published in the Malton ~~Review~~ ^{Mercury} expressing my feelings on the proposed curfew. Since it appeared, I have been approached by many people in the Malton area expressing similar views on this dreadful proposal.

Please consider this as evidence that not everyone by any means is in favour of this legislation.

Yours truly
John Mc Intosh

TO BE RECEIVED

Mercury
Letters To The Editor
Curfew Shocking!...

10 Nov 77

1-21 (a)

As a 20 year resident of Mississauga I am absolutely shocked at the extreme measures City Council is proposing in imposing a curfew on our youth under 16 years of age.

To date I have been unable to determine what the object of this exercise is. The word vandalism keeps coming up, but surely this destruction cannot be attributed to only those under 16 years of age, and after 10 p.m. Surely there is a better answer than this. It looks like a declaration of war on those under 16.

Curfew conjures up in the mind visions of insurrections, fighting in the streets, martial law and complete civil disobedience. This is not the case in Mississauga by any means. I know there are problems but is this going to solve them, or will it create more?

Does the police force at present not have the right to question children acting suspiciously late at night, and is the surrendering of our freedom as parents not too high a price to pay for the actions of five per cent of the youth? (as estimated by a Councillor). I think so.

The police of course quite rightly admit that they will be unable to enforce the curfew, so why bother.

In the meantime Mississauga will continue to get underserved, bad publicity and by implication be a good place to stay away from. Young children who have been brought up to respect the police will now fear them. The good kids will be penalized because of the actions of a few and all because a short sighted council has decided that they can manage our children better than we as parents.

Shame on you Frank McKechnie, for introducing such an unnecessary and destructive resolution. Shame on you Mississauga Council if you go along with it; and shame on you, the people of Mississauga if you sit back and allow them to take away your rights as a parent without putting up a fight.

If you do, what will it be next? Remember, this is Mississauga, Ontario. A place to stand and a place to grow. Not long ago the expression "Quality of Life" was on the lips of all the politicians.

Is this the quality of life we want? Think about it, before it's too late.

Signed,
John McIntosh
3384 Etude Dr.,
Malton.



R-5

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 76127
11 141 00010

To Mayor and Members of Council

From William P. Taylor, P. Eng.

Dept. _____

Dept. Engineering, Works & Building

November 24, 1977

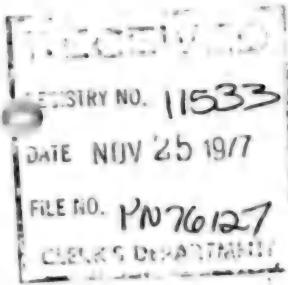
SUBJECT:

Invoicing of Nudale Developments and Glen Cove Developments, for works carried out on their behalf in the City of Mississauga under the City's contract for reconstruction of Second Line East - File Reference 16 111 76127.

ORIGIN:

Engineering, Works & Building Department.

COMMENTS:



Letters of Credit were obtained by the City from Nudale Developments and Glen Cove Developments to cover the cost of certain works related to these developments which were to be carried out in conjunction with the City's contract for the reconstruction of Second Line East.

Such works have been completed and invoices have been submitted to the subject companies as follows:

Nudale Developments	\$569,619.89
Glen Cove Developments	\$134,553.85

As these invoices are now outstanding beyond eight (8) banking days, we are recommending that Council's approval be given to drawing against the Letters of Credit held by the City in the amounts noted above.

RECOMMENDATIONS:

- 1 - That Council instruct the City Treasurer to draw \$569,619.89 against the Letter of Credit received from Nudale Developments in connection with the reconstruction of Second Line East.
- 2 - That Council instruct the City Treasurer to draw \$134,553.85 against the Letter of Credit received from Glen Cove Developments in connection with the reconstruction of Second Line East.

WPT.mh
cc. E. M. Halliday,
R. G. B. Edmunds,
L. Love.

FORM 145

William P. Taylor, P. Eng.,
Commissioner.

TO BE RECEIVED
RESOLUTION AVAILABLE

CITY OF MISSISSAUGA

M I N U T E S

MEETING NUMBER FORTY TWO

NAME OF COMMITTEE: GENERAL COMMITTEE OF COUNCIL
DATE OF MEETING: November 16, 1977, 9:15 a.m.
PLACE OF MEETING: Council Chambers
MEMBERS PRESENT: Councillor Bean, Chairman;
Mayor Searle; Councillors Kennedy,
Spence, Taylor, Hooper, Butt,
Leavers and McCallion.
MEMBERS ABSENT: Councillor McKechnie (Regional Business).
STAFF PRESENT: E. Halliday, R. Edmunds, L. Love,
B. Clark, T. Julian and J. LeFeuvre.
W. Taylor arrived at 9:25 a.m.

DELEGATIONS - 9:00 A.M.

A. Mr. I. Gleberman, solicitor for Leal Investments
Limited.
File: OZ-44-75
SEE ITEM #1

B. Mr. R. Belford, representing Nudale Developments and
Merity Development and Management Inc.
File: T-24815
SEE ITEM #3

C. Mr. D. Hoerz.
File: 184-77
SEE ITEM #4

November 16, 1977

MATTERS FOR CONSIDERATION:

1. Letter dated November 4, 1977, from Mr. Irving Gleiberman, solicitor for Leal Investments Limited, regarding application for rezoning OZ-44-75. This is an application to amend the Zoning By-law from R3 to RM5 to permit the development of townhouses on property located on the east side of Constitution Boulevard, north of Dundas Street. A copy of the Planning Staff report dated June 21, 1977, was also attached to the agenda. The Committee was advised that this application was considered by the Planning Committee on November 1, 1977. The Planning Staff concluded that the amendment to the by-law was acceptable from a planning standpoint and recommended it be approved, subject to the applicant meeting the usual requirements. The Planning Committee, however, recommended that the application be refused and that the Ward Councillor be requested to meet with the area residents to discuss a future land use for this site. Mr. Gleiberman attended the General Committee meeting and requested that the Committee approve the recommendation of the Planning Staff and not the Planning Committee recommendation. Councillor Bean read a letter from the Applewood Heights Homeowners Association in which concern was expressed regarding increased traffic should this application be approved. Councillor Bean stated that in the opinion of the Planning Committee, this application was premature because of the concern expressed by the residents. Councillor Spence advised the Committee that the residents who attended the Planning Committee meeting made it quite clear that they were opposed to a townhouse development on this site. Councillor Bean stated that the results of his meeting with the residents would be available in the next two weeks. Councillor McCallion recommended that the Planning Committee recommendation be approved. This recommendation carried.

File: OZ-44-75 See Recommendation #1469 (H. McCallion)

2. Report dated October 28, 1977, from the Commissioner of Engineering, Works and Building; Commissioner of Planning and Commissioner of Recreation and Parks regarding Tree Preservation Policies and Programs. Councillor Hooper requested that this report listed as Item 27 on the agenda, be considered at this time of the meeting prior to the next deputation being heard. The Committee agreed.

Continued....

ITEM 2 CONTINUED:

-3-

November 16, 1977

This report was considered by the General Committee on November 9, 1977, at which time it was referred to this meeting.

Councillor Hooper introduced the following motion:

"Move deferral of Item #27 to the next General Committee meeting, Wednesday, November 23, 1977, to allow the U.D.I. and Toronto Home Builders Association to meet with their members and prepare representation to the Council."

Councillor McCallion requested that SOTAS be added to the recommendation and all ratepayers associations in the City as well. She also requested the Staff to inform the Committee as to how the fee set out in the policy was determined.

Councillor Spence recommended that the motion be amended by the addition of SOTAS and ratepayers association, and that the report be considered at an evening meeting of Council. She subsequently withdrew the part of the amendment suggesting an evening meeting of Council and recommended that it not be considered until the second General Committee meeting in January 1978. The Chairman ruled this amendment was out of order as it was contrary to the original motion. Councillor Hooper agreed to change the date in his motion from November 23 to November 30 and he also agreed to forward the report to SOTAS and all ratepayers associations. Councillor Spence then suggested the following amendment: That the General Committee recommendation not be considered by Council until early in January. This amendment was voted on and carried. The motion, as amended, was then voted on and carried.

File: 120-77
34-77 See Recommendation #1489 (F. Hooper)

3. Letter dated November 2, 1977, from Mr. K. Vogel, President, Merity Development and Management Inc. regarding proposed plan of subdivision T-24815 which is located on the northeast corner of Eglinton Avenue and Tomken Road (65.7 acres - industrial). Mr. Vogel requested that the City release this proposed plan for registration on the basis that when the new Industrial Development Levy Policy is approved by Council, that they will comply with the requirements at that time.

Continued....

ITEM 3 CONTINUED:

-4-

November 16, 1977

Mr. D. Belford of Montague and Associates, appeared before the Committee on behalf of the applicant. He requested that approval be given by Council for the City Solicitor to negotiate with the developer, a Letter of Undertaking that will allow the developer to finalize all documents with the City, except the financial arrangements. The City Solicitor advised the Committee that General Committee on November 23, 1977, will be considering staff recommendations relative to the industrial development levies. Mayor Searle recommended that the request by Mr. Belford on behalf of the developer or proposed plan T-24815, be granted. This motion carried.

File: T-24815 See Recommendation #1470 (R. A. Searle)

A motion for recess was made at 10:15 a.m. The meeting reconvened at 10:30 a.m.

4. On November 9, 1977, Mr. D. Hoerz appeared before the General Committee with respect to the City Core Area Study. He presented a brief which was received and referred to the City Core Committee. Mr. Hoerz was extremely concerned about the size of the proposed City Core and referred to it as a "Mini Core" which in his opinion was not in the best interests of Mississauga. At the November 9 meeting, he requested that he be allowed to address the Committee again at this meeting to present further material. Mr. Hoerz again attended the meeting. He questioned the percentage of white collar workers who will be employed in the City Core (Pg. 37, Phase I Report. He also stated that, in his opinion, all but one or two of the bridges proposed to cross Highway #10 and Burnhamthorpe Road, are totally unnecessary. Mr. Hoerz concluded by requesting that Council enlarge the size of the core in an east-west direction. Councillor McCallion recommended that the Planning Commissioner prepare a response to Mr. Hoerz presentation for consideration by Council on November 28, 1977. This motion carried.

File: 184-77 See Recommendation #1471 (H. McCallion)

5. Report dated November 4, 1977, from the City Treasurer with regard to a resolution passed by the Town of Dunnville respecting the Shoreline Property Assistance Act, 1973. A copy of this resolution was also attached.

Continued.....

ITEM 5 CONTINUED:

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November 16, 1977

Mr. Munden recommended that the City endorse the resolution requesting the Treasurer of Ontario to amend the Shoreline Property Assistance Act 1973 to provide for a term of debentures not exceeding 20 years and to provide for the prepayment of debentures in any amounts repaid under Section 11 of the Act and the Honourable W. Darcy McKeough and the Town of Dunnville be so informed. Councillor Butt recommended approval of the recommendation and Councillor McCallion suggested that the Association of Municipalities of Ontario also be informed. The motion carried.

File: 67-77 See Recommendation #1472 (T. Butt)

6. Report dated November 4, 1977, from the City Treasurer with regard to the write off of uncollectable taxes. Mr. Munden recommended that a resolution be passed directing the Treasurer, in accordance with Section 636 of the Municipal Act, to strike off the tax roll, the uncollectable accounts attached to his report of November 4, 1977, and numbered 1 to 76.

File: 20-77

Approved See Recommendation #1473 (F. Leavers)

7. Report dated November 4, 1977, from the City Manager with regard to in service training courses through the Personnel Department. He advised that presently, there are approximately 100 employees taking part in 8 different courses.

File: 40-77

Received See Recommendation #1474 (L. Taylor)

November 16, 1977

8. Report dated November 7, 1977, from the City Solicitor with respect to Validation of Title, 3583 Havenwood Drive. Mr. Clark advised that the process by which title to 3483 Havenwood Drive was passed to the present owner created precisely the situation which Section 29a of The Planning Act was passed to deal with. He advised that approvals with respect to planning policy and the adequate provision of community facilities have been received from the Engineering, Recreation and Parks, Fire and Building Departments, and the Peel Board of Education. He recommended:

- (a) That the by-law requesting the Minister of Housing to make an Order validating the title to 3583 Havenwood Drive, be passed.
- (b) That the Clerk execute the Municipal Appraisal Form that is to accompany the by-law recommending validation.

File: 7-77

Approved

See Recommendation #1475 (H. E. Kennedy)

9. Report dated November 7, 1977, from the City Solicitor with respect to Validation of Title, 1503 Glenburnie Road. Mr. Clark advised that when the Committee of Adjustment approved a severance of this property in 1969, for a reason unknown to the solicitor for the applicant, the deed to the applicant's property was not stamped prior to registration. The result of this was that there was a contravention of Section 29(2) of The Planning Act and, therefore, title did not pass to the purchasers at the time of purchase. Mr. Clark suggested that the title be validated pursuant to Section 20a of The Planning Act. He recommended:

- (a) That the by-law requesting the Minister of Housing to make an order validating the title to 1503 Glenburnie Road, be passed.
- (b) That the Clerk execute the Municipal Appraisal Form that is to accompany the by-law recommending validation.

File: 7-77

Approved

See Recommendation #1476 (T. Butt)

November 16, 1977

10. Report dated November 2, 1977, from the Property Agent with respect to Sheridan Creek Pathway-Bikeway System, Southdown Road to Lakeshore Road and M.T.C. Property. Mr. Wilkinson advised that the property outlined on the map attached to his report, will be available to the City from the M.T.C. under certain conditions. The Ministry requires a resolution from the City confirming that the City is prepared to pay market value compensation. Mr. Wilkinson pointed out that since most of the land is within the Sheridan Creek Flood Lines, the market value will be low. He recommended that Council pass the following resolution:

"Whereas the City of Mississauga requires land owned by the Ministry of Transportation and Communications being part of Lot 30, Conc. 2, S.D.S., as indicated on M.T.C. Plan P-3106-19, located on the north-east corner of Southdown Road and Highway 2, for a pathway-bikeway system, along Sheridan Creek;
Be It Resolved that the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to pay market value for the said land."

Councillor Spence recommended approval of the recommendation and requested that the Property Agent report back to Council if the purchase price is more than minimal.

File: 10-77
22-77

Approved

See Recommendation #1477 (M. H. Spence)

11. Report dated November 3, 1977, from the Property Agent with respect to Legion Road Reconstruction and Royal Canadian Legion Property, R.P. 470. Mr. Wilkinson advised that the Legion has given the City permission to enter on its land to commence the road construction which has been underway for several weeks. He recommended that he be authorized to arrange for the completion of the exchange of lands between the Royal Canadian Legion, Branch 528 and the City as outlined in his report.

File: PN 75-144

Approved

See Recommendation #1478 (R. A. Searle)

November 16, 1977

12. Report 1-77 of the Transit Authority meeting held on November 3, 1977. Councillor Bean advised the Committee he would be preparing a report on the conference he attended (Canadian Urban Transit Authority).

File: 185-77

Approved See Recommendations #1490 to #1497 Incl.
(F. Bean)

13. Report dated November 4, 1977, from the Commissioner of Engineering, Works and Building with regard to a fire access route by-law for 7280 Darcel Avenue, 1475 Bloor Street, 2929 Aquitaine Avenue, 2200 Roche Court and 2333 & 2343 Hurontario Street, 2339 and 2340 Park Towers Avenue. He recommended that the by-law amending traffic by-law 234-75, as amended, be enacted and that the agreement forms accompanying the by-law revision, be executed by the Mayor and the Clerk.

File: 86-77

Approved See Recommendation #1479 (F. Hooper)

14. Report dated October 31, 1977, from the Commissioner of Engineering, Works and Building with respect to parking prohibitions on Roche Court. This report was prepared as a result of a complaint from Mr. Osborne, 1970 Fowler Drive, Apt. 1008. Mr. Taylor recommended:

- (a) That a 50' from corner parking prohibition be implemented on the east side of Roche Court south of Fowler Drive.
- (b) That the existing "No Parking Anytime" signs remain on the west side of Roche Court.
- (c) That the by-law to amend Traffic By-law 234-75, as amended, to implement this change, be enacted.

File: 86-77

Approved See Recommendation #1480 (F. Hooper)

November 16, 1977

15. Report dated November 1, 1977, from the Commissioner of Engineering, Works and Building regarding Hurontario Street - South Service Road - Pinetree Way "U" Turn Prohibition. This report was prepared at the request of Mr. J. Jaunzems of 50 Mississauga Valley Boulevard through Councillor Taylor's office. Mr. Taylor recommended:

- (a) That "U" Turns be prohibited at any time on Hurontario Street from the South Service Road to 500 feet southerly.
- (b) That "U" Turns be prohibited any time on Pinetree Way from Hurontario Street to 500 feet westerly.
- (c) That right turns be prohibited on Hurontario Street at Pinetree Way from 6:30 a.m. to 9:00 a.m. Monday to Friday and that these signs be erected only if the "U" turn prohibition on Pinetree Way is not effective.

File: 86-77

Approved

See Recommendation #1481 (H. E. Kennedy)

16. Report dated November 3, 1977, from the Commissioner of Engineering, Works and Building, with respect to the proposed Regional Road Network. This report was prepared as a result of a report from the Regional Public Works Commissioner dated September 19, 1977, a copy of which was attached. Mr. Taylor advised that he is in support of the recommendations set out in Mr. Anderson's report, with the exception of Recommendations 5 and 7. Recommendation #5 is regarding winter maintenance, and Recommendation 7 reads as follows:

"That in future Five-year Regional Budgets, consideration be given to allotting funds in the amount of at least 22.5% of the outstanding five year needs within each municipality."

Mr. Taylor pointed out that he is of the opinion, that expenditures, from an engineering point of view, should be based on needs and, therefore, did not support the statement that an amount of at least 22.5% of the outstanding five year needs be spent within each municipality in the future five year road budget. He recommended that Council decide whether or not they wish to concur with the proposed expansion of the present Regional Road system at this time and if Council so decides, that the enlarged system be subject to ten conditions set out in his report.

Continued.....

ITEM 16 CONTINUED:

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November 16, 1977

Several members of the Committee expressed concern regarding Regional Roads in the City and all of the Committee was very much concerned about Recommendation #7 of the Region. Mayor Searle recommended that the City not agree to any expansion of the Regional Road System at this time and that the Commissioner of Engineering, Works and Building prepare a report on the unresolved problems relating to Regional Roads. This motion carried.

File: 35-77
18-77 See Recommendation #1482 (R. A. Searle)

17. Report 8-77 of the Mississauga Taxicab Authority meeting held on November 7, 1977. Recommendation #42 of this report was amended to read:

"That a Mississauga Taxicab Driver's License not be issued to Mr. G. L. Duke, 29 High Park Boulevard, Toronto."

Councillor Taylor recommended approval of the report as amended.

File: 9-77A See Recommendations #1498 to #1500 Incl.
(L. Taylor)

18. Report 8-77 of the Traffic Safety Council meeting held on October 19, 1977. Councillor Kennedy recommended that recommendation #79(a) of this report be amended to read:

"That the Traffic Safety Council proposed budget for 1978 be forwarded to the Finance Department for inclusion in the budget submissions to Council."

He then recommended approval of the report as amended.

File: 179-77 See Recommendations #1501 to #1513 Incl.
(H. E. Kennedy)

November 16, 1977

19. Report dated November 1, 1977, from the Commissioner of Planning regarding proposed condominium CDM 77-0e2, 313908 Ontario Limited, located on the north-west corner of Rathburn Road and Meadows Boulevard. Mr. Edmunds recommended that the proposed condominium be recommended for approval to the Ministry of Housing, subject to the conditions outlined in the Planning Staff report dated November 1, 1977.

File: CDM 77-052

Approved

See Recommendation #1483 (L. Taylor)

20. Applications to the Ontario Municipal Board by the Borough of Etobicoke for approval of its Restricted Area By-laws 4227, 4228, 4229 and 4230, which are by-laws to amend Township of Etobicoke Zoning By-law, Town of Mimico Zoning By-law, Town of New Toronto Zoning By-law and Village of Long Branch Zoning By-law respectively. The purpose of the by-laws is to clarify and renumber the residential provisions dealing with development of the front yard for driveways and parking. Provision is also made for parking on private automobile in the front yard for any single family or semi detached dwelling which cannot otherwise provide a parking space on the lot. Mr. Adamson, Director of Development Control, advised that he could see no reason to object to the by-laws. Councillor Butt recommended that the City not object to these by-laws. This motion carried.

File: 100-77

See Recommendation #1484 (T. Butt)

21. Application to the Ontario Municipal Board by the Borough of Etobicoke for approval of its Restricted Area By-law 4231 which is a by-law to amend Town of New Toronto Zoning By-law 2215. The purpose of the by-law is to correct a previous error in text numbering whereby two sections of the by-law were both numbered 6.20. The Director of Development Control advised that he could see no reason to object to the by-law. Mayor Searle recommended the City not object. This motion carried.

File: 100-77

See Recommendation #1485 (R. A. Searle)

-12- November 16, 1977

22. Application to the Ontario Municipal Board by the City of Brampton for approval of its Restricted Area By-laws 261-77, 262-77, 263-77 and 264-77. All four by-laws deal with a zoning category for self service gasoline stations. Mayor Searle recommended that the City not object to these by-laws. This recommendation carried.
File: 75-77 See Recommendation #1486 (R. A. Searle)

23. Report 14-77 of the Residential Condominium Development Committee meeting held on November 3, 1977.
File: 181-77
Approved See Recommendations # 1514 & #1515
(L. Taylor)

24. Report 14-77 of the Residential Condominium Development Committee meeting held on November 8, 1977.
File: 181-77
Approved See Recommendations #1516 & 1517
(L. Taylor)

25. Report 18-77 of the Planning Committee meeting held on November 1, 1977. Item 11 of this report was dealt with under Item 1 of these Minutes (Recommendation #1469).
Item 3 - Hydro Mississauga (Long Range Plan - System Expansion - South West Mississauga)

Councillor Spence requested that this recommendation be amended by having the report referred to the Parks and Recreation Department as well. She further requested that Council express its concern about the proposed route of the line to the Hydro. The City Manager advised the Committee that the Staff was very concerned about this matter and that he would be calling a meeting of the Planning, Engineering and Recreation & Parks Departments regarding this matter. The two amendments suggested by Councillor Spence were voted on and carried. Councillor McCallion recommended approval of the report as amended. This motion carried.

File: 105-77 See Recommendations #1518 to #1524 Incl.
(H. McCallion)

November 16, 1977

26. Report dated November 7, 1977, from the Commissioner of Recreation and Parks with respect to landscaping of Ontario Hydro lands adjacent to the Queensway, Dixie Road to Cawthra Road. This report was prepared as a result of a recommendation approved by Regional Council on September 15, 1977. The report dated August 16, 1977, from the Regional Public Works Commissioner, was also attached. The City was requested to investigate the possibility of obtaining a park license from Ontario Hydro to possibly landscape the lands owned by Ontario Hydro adjacent to the Queensway, between Dixie and Cawthra and if fill was required for any grading, it be supplied by the Region from the Cawthra Road grade separation project. Mr. Love advised that Ontario Hydro is currently reviewing its policy and a report on this matter will be forthcoming. He suggested it was inappropriate to approach Ontario Hydro for the purposes of obtaining a park license at this time until the overall policy has been reviewed and Council has had an opportunity to consider the matter. He recommended:

- (a) That the Region be advised that the municipality does not take park licenses for the purpose of landscaping only.
- (b) That the municipality not consider a park license for the area referred to until such time as Ontario Hydro has completed a review of its policy and Council has had an opportunity to consider a further report on this matter by the Recreation and Parks Department.
- (c) That Ontario Hydro be requested to review its policy and corporate responsibility for landscaping and treatment of transmission corridors within neighbourhoods and communities in urban areas.

Councillor Butt recommended approval of the recommendation and recommended that a copy of the report be forwarded to the North Applewood and Sherway Homeowners Associations. This motion carried.

File: 43-77
10-77
102-77 See Recommendation #1487 (T. Butt)

November 16, 1977

27. Report dated November 9, 1977, from the Clerk's Department with reference to a request for Council to approve the demolition of the structure known as the "Hammond House". This report was prepared as a result of a letter from Mr. J. P. Shankman, solicitor for the owner of the property. Mr. Murray advised that this house was designated pursuant to the Ontario Heritage Act to be a building of historical and architectural interest by the City of Mississauga by-law 476-77. Mr. Murray pointed out the procedure that must be followed in a case such as this. He recommended:

- (a) That the application dated October 28, 1977, to demolish the structure known as the "Hammond House" be referred to the Local Architectural Conservation Advisory Committee for its consideration and recommendation to Council.
- (b) That the Recreation and Parks Department and the Planning Department prepare a report in this regard for consideration by Local Architectural Conservation Advisory Committee at its next meeting scheduled for November 28, 1977.

A description of the "Hammond House" was also attached to the agenda.

File: 178-77

Approved

See Recommendation #1488 (F. Hooper)

At 12:00 noon, the Committee moved "In Camera" to receive a verbal report from the City Solicitor with reference to the City's by-laws on self-service gasoline stations. No recommendation appears on Report 42 regarding this matter. The Committee moved Out of Camera at 12:15 p.m.

RECOMMENDATIONS:

As Per Report No. 42-77.

ADJOURNMENT:

12:15 p.m.

CITY OF MISSISSAUGA

M I N U T E S

MEETING NUMBER FORTY THREE

NAME OF COMMITTEE: GENERAL COMMITTEE OF COUNCIL
DATE OF MEETING: November 23, 1977, 9:00 a.m.
PLACE OF MEETING: Council Chambers
MEMBERS PRESENT: Councillor L. Taylor, Chairman;
Mayor R. Searle; Councillors H.
Kennedy (left at 11:45 a.m.),
F. Bean (left at 11:45 a.m.),
F. McKechnie, F. Hooper, T. Butt,
F. Leavers and H. McCallion.
MEMBERS ABSENT: Councillor M.H. Spence
STAFF PRESENT: E. Halliday, L. Love, A. MacDonald,
B. Clark, L. McGillivray and L. Hunt.

DELEGATION - 9:00 A.M.

A. Mr. C. Sirlin, representing J.F. Coughlan Construction Limited.

File: 25-77

SEE ITEM #1

MATTERS CONSIDERED

1. Letter dated November 7, 1977, from Mr. J.F. Coughlan with reference to a proposed rezoning application for land situated at the northwest corner of Cherriebell Road and Lakeshore Road. Mr. Sirlin requested that the lands be released for processing from the Land Use Study presently being carried out by the Planning Department. Councillor Butt requested comments from the Planning Department. Mr. Edmunds attended for discussion of this matter and advised the Committee that the Planning Department had no objection to the release of these lands for processing.

File 25-77

See Recommendation #1525 (T. Butt)

November 23, 1977

2. Report dated November 10, 1977, from the City Solicitor regarding the transfer to the City of a ten foot road widening allowance along Lakeshore Road from MacMillan and Black Limited. As a result of an application to the Committee of Adjustment under File A 267/76, MacMillan and Black Limited agreed to convey to the City a road widening along Lakeshore Road. Mr. Clark recommended that the by-law accepting the conveyance and dedication of lands conveyed as part of the municipal highway system, be passed by Council.

File: 32-77

Approved

See Recommendation #1526 (H. Kennedy)

3. Report dated November 9, 1977, from the Property Agent with respect to Church Street widening and 161 Church Street, Lindsay. Mr. Wilkinson advised that during negotiations, the owner suggested that rather than receive compensation, he wished to acquire a 7 foot strip of Water Street along the north boundary of his property and he suggested an exchange of land. Water Street was closed by By-law 409-76. Mr. Wilkinson recommended that he be authorized to complete the exchange of lands between the City and the owner of 161 Church Street, whereby the City conveys part 1 on Plan 43R-5320 and in return receives a conveyance of part 10, Plan 43R-3261 plus payment of \$115.00 being the difference in the values of the two parcels and that the draft deed in duplicate dated October 19, 1977, from the City to John A. Lindsay and Allison Lindsay, be executed by the City.

File: PN 74-070

Approved

See Recommendation #1527 (H. McCallion)

4. At the Council meeting held on November 14, 1977, Councillor McCallion requested that an item be placed on the General Committee agenda with reference to the appointment of a Peel Board of Education Trustee on the Planning Committee. Councillor McCallion felt that a representative from the School Boards on the Planning Committee would provide a closer liaison to assist with school board concerns as it relates to development and planning in the City. Councillor McCallion recommended that the City invite the Peel Board and the Dufferin Peel Separate School Board to appoint a representative to the Planning Committee.

File: 2-78
105-77

See Recommendation #1528 (H. McCallion)

November 23, 1977

5. Letter dated October 5, 1977, from the Chairman of the Library Board with reference to the library's role in the cultural life of the City and duplication of services and letter dated November 1, 1977, from Mayor R. Searle in reply to this letter.

File: 8-77

Received

See Recommendation #1529 (R. Searle)

6. Report dated November 15, 1977, from the Property Agent in which he recommended that the sum of \$10,875.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with the Residual Parcel Designated as part 3, on a plan dated February 1977 prepared by Marshall, Macklin Monaghan, United Lands Corporation Limited, with an area of approximately 2.175 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1530 (H. Kennedy)

7. Report dated November 9, 1977, from the Property Agent in which he recommended that the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 43/77-M, United Lands Corporation Limited, located at the south-east intersection of South Sheridan Way and a proposed unnamed road, with an area of approximately 1.003 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1531 (H. Kennedy)

8. Report dated November 9, 1977, from the Property Agent in which he recommended that the sum of \$3,500.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 44/77-M, United Lands Corporation, part of Lot 32, Conc. 2, S.D.S., with an area of approximately 0.700 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1532 (H. Kennedy)

November 23, 1977

9. Report dated November 9, 1977, from the Property Agent in which he recommended that the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 45/77-M, United Lands Corporation, part of Lot 32, Conc. 2, S.D.S., with an area of approximately 1.000 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1533 (H. Kennedy)

10. Report dated November 9, 1977, from the Property Agent in which he recommended that the sum of \$5,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 46/77-M, United Lands Corporation Limited, part of Lot 32, Conc. 2, S.D.S., with an area of approximately 1.000 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1534 (H. Kennedy)

11. Report dated November 10, 1977, from the Property Agent in which he recommended that the sum of \$3,950.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 48/77-M, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.789 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1535 (H. Kennedy)

12. Report dated November 10, 1977, from the Property Agent in which he recommended that the sum of \$3,950.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 49/77-M, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.789 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1536 (H. Kennedy)

November 23, 1977

13. Report dated November 14, 1977, from the Property Agent in which he recommended that the sum of \$3,750.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 50/77-M, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.750 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1537 (H. Kennedy)

14. Report dated November 14, 1977, from the Property Agent in which he recommended that the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 51/77-M, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1538 (H. Kennedy)

15. Report dated November 14, 1977, from the Property Agent in which he recommended that the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 52/77-M, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1539 (H. Kennedy)

16. Report dated November 14, 1977, from the Property Agent in which he recommended that the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with application B 53/77-M, Phi International Inc., part Lot 33, Conc. 2, S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1540 (H. Kennedy)

November 23, 1977

17. Report dated November 15, 1977, from the Property in which he recommended that the sum of \$4,000.00 be accepted as the cash payment in lieu of the 5% land dedication in connection with the Residual Parcel, designated as part 7, Plan dated February 1977, by Marshall, Macklin Monaghan, Phi International Inc., part of Lot 33, Conc. 2, S.D.S., with an area of approximately 0.800 acres, zoned M1 Industrial.

File: 66-77

Approved

See Recommendation #1541 (H. Kennedy)

(Councillor Butt declared a conflict of interest and refrained from discussion and voting on Items 12-17 Inclusive.)

18. Report dated November 14, 1977, from the Commissioner of Engineering, Works and Building regarding streetlighting on Rathburn Road East from Cawthra Road to Wilcox Road. This report was prepared as a result of two letters from Peel Condominium Corporation #130, 640 Rathburn Road East. Mr. Taylor recommended:

- (a) That Hydro Mississauga be issued a purchase order for \$10,000.00 to install streetlighting on Rathburn Road between Wilcox Road and Cawthra Road.
- (b) That the funds for this project be taken from City Account No. 08680-84 (Capital Streetlighting from Current Accounts) for 1977.

File: 27-77
PN 77-042

Approved

See Recommendation #1542 (F. Bean)

19. Report dated November 15, 1977 from the Commissioner of Engineering, Works and Building, regarding the Cooksville Creek and Liverton Investments subdivision. Mr. Taylor advised that detention is required on the Cooksville Creek south of Eglinton Avenue, west of Highway 10 and north of Highway 403. This detention area will contain 44 acre-feet and will extend for a length of approximately 2,000 feet south of Eglinton Avenue and a width of approximately 320 feet. He pointed out that this detention work should be constructed in 1978 and has been included in the 1978 Capital Budget. Mr. Taylor recommended:

November 23, 1977

Item 19 Continued:

- (a) That detention works be constructed in 1978, including land acquisition, in an area approximately 2,000 feet long and 320 feet wide, south of Eglinton Avenue.
- (b) That the invert of the Cooksville Creek be stabilized, including drop structures, stilling basins, etc. from Highway 10 to the detention works as the new highway facilities (403/Rathburn Road and Highway 10) are constructed, or reconstructed.
- (c) That the invert of the Cooksville Creek through the Liverton lands be stabilized (including drop structures and stilling basins) at a grade of .15% to .2% north and south of Robert Speck Boulevard.
- (d) That all culverts over the Cooksville Creek be sized to carry a storm of "Hurricane Hazel" intensity and the Ministry of Transportation and Communications be so advised.
- (e) That Liverton Investments be advised that if they wish to extend the culvert under Robert Speck Boulevard, either north or south, this work should be done in conjunction, and will be subject to the approval of both the City and the Credit Valley Conservation Authority.

Councillor Taylor requested that this report be deferred until he has had an opportunity to meet with the Engineering Department for clarification of the above noted works. This matter was deferred to the next General Committee meeting.

File 144-77
T-74153

See Recommendation #1543 (T. Butt)

20. Report dated November 8, 1977, from the Commissioner of Engineering, Works and Building regarding a request to establish school bus loading zone on Beverley Street in Malton. This request was made by the Dufferin-Peel Roman Catholic School Board in a letter dated October 17, 1977. Mr. Taylor recommended that a school bus loading zone be established on the north side of Beverley Street for a distance of approximately 45 feet east and west of the centre line of the walkway to Our Lady of the Airways Separate School.

November 23, 1977

Item 20 Continued:

Councillor McKechnie pointed out that the School Board has a parking lot and there is an unopened road allowance in this area which could be used for the bus loading zoning. He requested that the School Board be asked to consider using these lands for the loading zone. This recommendation was carried.

During discussion of this matter, Councillor Bean expressed concern with regard to the authority vested in Council with respect to Traffic Safety Council recommendations as they relate to the operation of the school buses. He is concerned that an authority has been placed on Council which requires clarification in light of the fact that the Traffic Safety Council's recommendation are adopted by the School Board almost without exception. The City Solicitor was requested to prepare a report on this matter.

File: 86-77
179-77

See Recommendation #1544
(a) - F. McKechnie
(b) - F. Bean

21. Report dated November 1, 1977, from the Commissioner of Engineering, Works and Building regarding the Sheridan Creek Flood and Erosion Control Works, Lakeshore Road to Clarkson Road. Council at its meeting on October 11, 1977, recommended that the City Engineer meet with staff of the Credit Valley Conservation Authority and the Ministry of Natural Resources to determine their degree of participation in these total works in 1977, 1978 and 1979.

Mr. Taylor advised that his Department met with both the Authority and the Ministry. The Staff of the Ministry of Natural Resources and C.V.C.A. indicated that they would be prepared, upon request of Council, to recommend participation in the total flood and erosion control works, with the exception of the storm sewer diversion works which are regarded as a municipal responsibility. Mr. Taylor recommended:

(a) That the Council of the City of Mississauga inform the C.V.C.A. that the City is prepared to be the designated cost-sharing area and undertake the work in the matter of flood and erosion control works along the Sheridan

November 23, 1977

Item 21 Continued:

Creek, from Lakeshore Road to Clarkson Road, described in Council recommendation No. 1247, dated October 11, 1977, subject to the Ministry of Natural Resources and C.V.C.A. agreeing to the proposed scheduling of the works and to their financial participation therein.

(b) That the C.V.C.A. be further requested to undertake the erosion control works in 1977/78 along the Sheridan Creek, between the C.N.R. spur line and Clarkson Road, estimated at \$200,000.00 and in accordance with the following revised C.V.C.A. formula being:

Province of Ontario	50.0%	\$100,000.00
Conservation Authority	2.5%	2,500.00
Benefiting Municipality	47.5%	97,500.00

(c) That the C.V.C.A. and the residents of Nos. 837, 841, 845, 849, 853, 857 and 861 Fletcher Valley Drive be informed that the residents will not be requested to contribute financially to the City's share of the proposed erosion control works along Sheridan Creek.

File: 54-77
53-77

Approved

See Recommendation #1545 (T. Butt)

22. Report dated November 14, 1977, from the Commissioner of Engineering, Works and Building regarding a fire access route by-law for 5536 Montevideo Road, 965 Inverhouse Drive and 60 Hanson Road. Mr. Taylor recommended that the draft by-law to amend Traffic By-law 234-75, as amended, be approved, and that the agreement forms accompanying this by-law revision, be executed by the Mayor and the Clerk.

File: 86-77

Approved

See Recommendation #1546 (H. Kennedy)

23. Report dated October 26, 1977, from the Commissioner of Engineering, Works and Building with respect to a request from the Ministry of Transportation and Communications to:

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Item 23 Continued:

- (a) Close the Fifth Line from Burnhamthorpe Road to Eglinton Avenue
- (b) Close the road allowance between Ranges 4 and 5, N.D.S., from Fifth Line West to Mississauga Road, prior to construction of Highway 403.

Mr. Taylor advised that these are two untravelled road allowances, one of which was closed by City by-law 446-74 which was conveyed to the adjoining owners. The road allowance between Ranges 4 and 5 N.D.S., although never travelled, has never been legally closed. He recommended that a by-law be passed to close the original road allowance between Ranges 4 and 5, N.D.S. from Fifth Line West to Mississauga Road.

File: 22-7
42-77

Approved

See Recommendation #1547 (H. Kennedy)

24. Letter dated November 16, 1977, from the Ontario Humane Society requesting permission to hold a little parade from the corner of Wolfdale and Burnhamthorpe Road to the Animal Shelter on Mavis Road.

File: 104-77
7-77

Approved

See Recommendation #1548 (F. Bean)

25. Report dated November 10, 1977, from the Commissioner of Engineering, Works and Building regarding the repair to roofs, Peel Condominium Corporation #24. Mr. Taylor concluded that based on the findings of the consultant's report, the actual cost of repairs to the roofs on this development will be much less than that originally estimated by the owners. He also pointed out that a satisfactory financial solution to the problem has been reached between the condominium owners and the builders and the repairs will get underway shortly.

File: 181-77

Received

See Recommendation #1549 (F. Leavers)

November 23, 1977

26. Building Construction Report for the month of October, 1977.

File: 159-77

Received

See Recommendation #1550 (F. Hooper)

27. Report 3-77 of the Sign Committee meeting held on November 8, 1977.

File: 183-77

See Recommendations #1556-1559 Inclusive (F. McKechnie)

(Councillor Taylor requested to be recorded as voting in the negative on Recommendation #5(ii) of this Report.)

28. Report 5-77 of the Street Names Committee meeting held on November 10, 1977. Recommendation #28(a) of this report, which reads as follows, was referred back to the Street Names Committee:

"(a) That the letter dated October 28, 1977, from Mr. R. Frost, Regional Clerk, wherein he advised that the Region of Peel support the renaming of Fourth Line West in the Town of Caledon and the City of Brampton to Mississauga Road, be received."

Councillor McCallion recommended approval of the report as amended.

File: 37-77

See Recommendations #1560-1563 Inclusive (H. McCallion)

29. Report of the Traffic Safety Council meeting held on November 16, 1977. Recommendation #94(c) was amended by adding the words "in conjunction with their on-going education programs in the schools" so that the recommendation as amended, reads as follows:

"(c) That the Police Department institute a safety education program in Shelter Bay Public School in conjunction with their on-going education programs in the schools."

Recommendation #99(b) of this report, which reads as follows, was referred back to the Traffic Safety Council:

"(b) That no crossing guard be located at the intersection of Constitution Boulevard at Vera Cruz Drive and Sierra Boulevard as warrants are not met at this time."

November 23, 1977

Item 29 Continued:

Councillor Hooper recommended approval of the report as amended.

File: 179-77

See Recommendations #1564-1580 Inclusive
(F. Hooper)

30. Report dated November 14, 1977, from the Commissioner of Planning with reference to proposed condominium CDM 77-034, Loycon Britannia Limited (Industrial) located on the south side of Britannia Road, west of Dixie Road, approximately 3.994 acres. Mr. Edmunds recommended that the proposed condominium CDM 77-034, Loycon Britannia Limited, be recommended to the Ministry of Housing for approval, subject to the conditions outlined in the Planning Staff report dated November 14, 1977.

File: CDM 77-034

Approved

See Recommendation #1551 (T. Butt)

31. Letter dated November 9, 1977, from the Town of Oakville with respect to Amendment 30 to the Official Plan for the Oakville Planning Area. This letter is in response to a recommendation approved by Council on September 26, 1977. The Town of Oakville was requested to:

"amend the Clearview Secondary Plan to ensure the participation of Mississauga in reviewing the site plan for the service station at Winston Churchill Boulevard and Truscott Drive.

and

"amend the Clearview Secondary Plan to ensure that local transit service between Clearview and the GO Station at either Clarkson or Oakville will be available in the initial stages of development."

The Town of Oakville has acceded to the first request; however, will not accede to the second request.

File: 116-77

Received

See Recommendation #1552 (H. McCallion)

November 23, 1977

32. On May 9, 1977, Council requested staff to prepare a comprehensive report on Industrial Levies for consideration by General Committee. Mr. Halliday advised that a meeting had been held with the Department Heads and the information has been compiled, but that a report is not yet available. This matter was deferred to the next General Committee meeting on Wednesday, November 30, 1977.

File: 120-77

33. Report dated November 21, 1977, from Mr. E.M. Halliday, City Manager, regarding the secretaries who took part in the "Executive Secretary Update" Course conducted by the Personnel Department. Mr. Halliday recommended that these secretaries be commended for their participation and interest in upgrading their skills and be presented with their certificates of achievement by Council.

File: 40-77

Approved

See Recommendation #1553 (F. Leavers)

A motion for recess was made at 11:00 a.m. The meeting reconvened at 11:10 a.m. at which the time the Committee moved "In Camera" to discuss the following matters:

- (1) Report dated November 17, 1977, from Mr. B. Clark, City Solicitor regarding Mississauga ats Dixthorpe et al. No recommendation appears on Report 43 regarding this matter.
- (2) Report dated November 10, 1977, from Mr. B. Clark, City Solicitor, and Mr. B. Wilkinson, Property Agent, regarding the purchase of land on Wilcox Road. See Recommendation #1555 (F. Bean).
- (3) Report from Mr. S. Keith, Manager Employee and Labour Relations, regarding the contract negotiations with the Fire Fighters Association. No recommendation appears on Report 43 regarding this matter.

The Committee moved "Out of Camera" at 12:40 p.m.

November 23, 1977

34. Council, on November 14, 1977, considered a by-law to amend By-law 5500 as amended. This by-law related to application 0Z-78-73, Obar & Whitman, lands located on the north side of Third Street, opposite West Avenue. Council was advised that the applicant was no longer interested in proceeding with the proposed townhouse development. Proposed By-law 643-77 would place these lands in a holding zone. Council referred the matter to the Planning Commissioner for a report to General Committee. This matter was referred to Council to be considered at its meeting on Monday, November 28, 1977, without a recommendation.

File: 0Z-78-73

RECOMMENDATIONS: As per Report No. 43-77

ADJOURNMENT: 12:45 p.m.